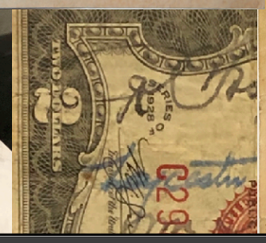

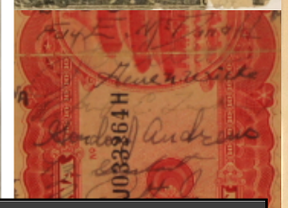

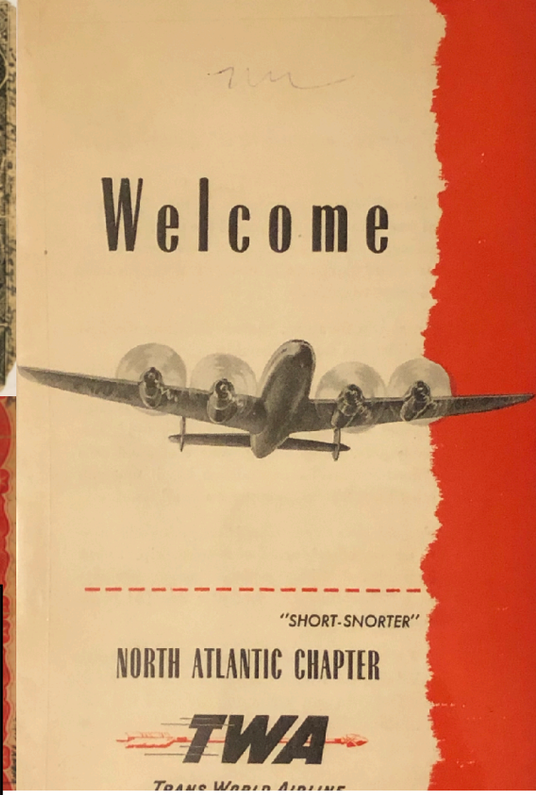

The Short Snorter Project

Still Keeping the Memories Alive

Commemorating the 75th Anniversary of the End of World War Two

Thomas J. Sparks

Dedicated to my family: past, present, and future

Mission of the Short Snorter Project

To educate the general public about the short snorter tradition, the individuals, and the short snorter artifacts.

The Short Snorter Project is a registered 501(c)(3) charitable organization licensed in the State of Washington.

www.shortsnorter.org
www.shortsnorterproject.org

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I. Definitions & Background

What is a short snorter?

A banknote signed by various persons meeting together or made to commemorate a special event (i.e. first solo flight, flight over an ocean, or a crossing of the Equator)

- Banknotes can be from any country
- Some "commemorative short snorters" are not banknotes

A short snorter can be a single note or a long chain of notes connected together, usually with tape, and folded or rolled.

Where does the term "short snorter" originate from?

Aviation & alcohol do not mix!

- A "short snort" is slang for a small shot of liquor
- A short snort pointed to one's moderation
- Pilots called each other "Short Snorter"

Short Snorter Capt. **Thomas O. Pierce**, USAF, (holding bottle) has a short snort of whiskey to calm the nerves during a 488th Bomb Squadron debriefing after leading a B-25 bombing mission.

www.shortsnorter.org/Thomas_O_Pierce_Short_Snorter.html

Who is a Short Snorter?

A "Short Snorter" is a <u>person</u> who has been initiated into the short snorter tradition by other Short Snorters who are "members in good standing".

Coca-Cola ad published in the Journal of the American Medical Association June, 1944

(copyright 1943, The Coca-Cola Company)

Have a Coca-Cola = Welcome, Short-Snorter

"When Short-Snorters (trans-ocean flyers) meet and compare their autographed dollar bills, the invitation *Have a "Coke"* is fairly sure to follow. In three short words people strike the spark of comradeship. From the family fireside to far-flung fronts, Coca-Cola stands for *the pause that refreshes* and has become a symbol of those who see things in a friendly light."

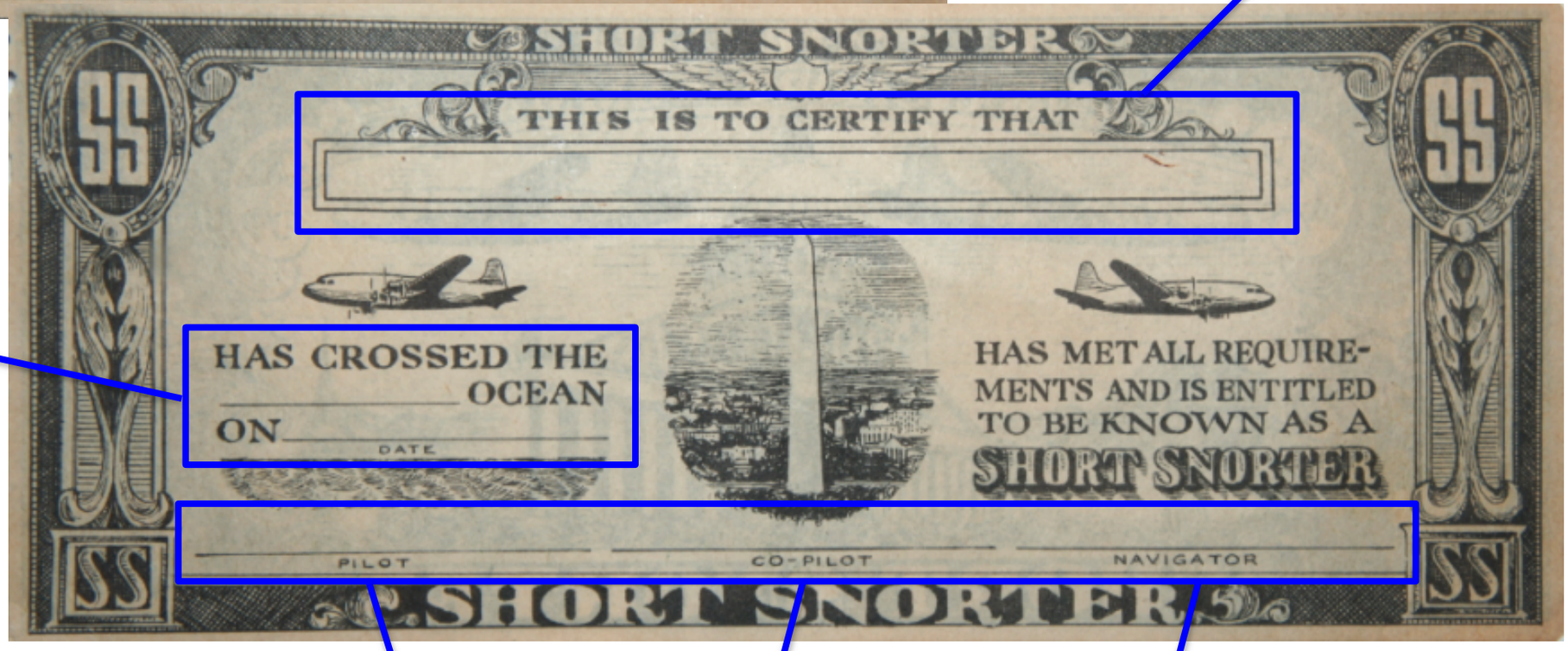
Even the everyday papers joined the mix - Minneapolis Star Journal

UNITED STATES AIR FORCE
AIR TRANSPORT COMMAND
SHORT SNORTER

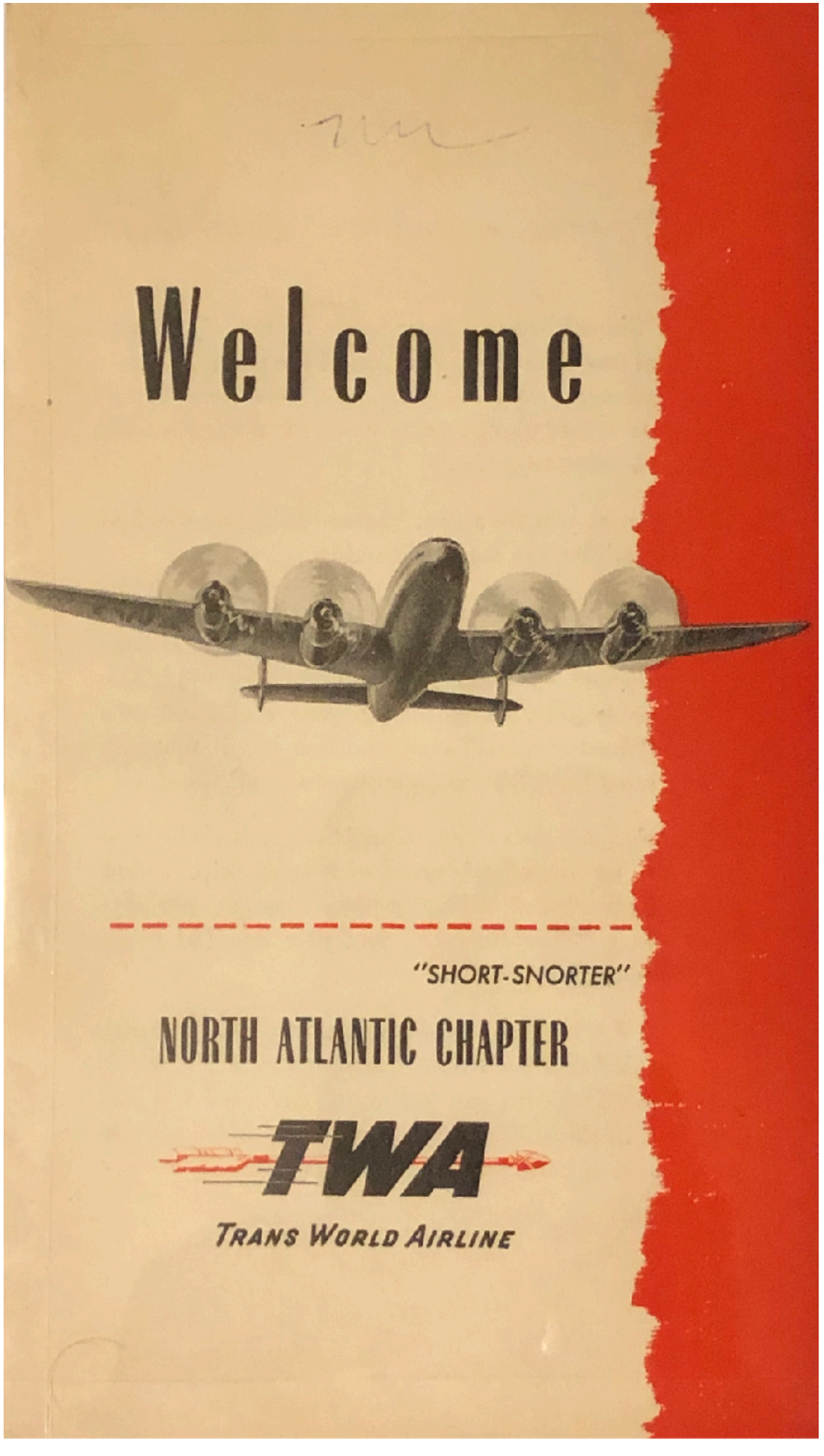
Possibly unique short snorter "membership card" issued by the USAF ATC. Unused.

THIS IS TO CERTIFY THAT (person)

HAS CROSSED THE (blank) **OCEAN ON (DATE)**



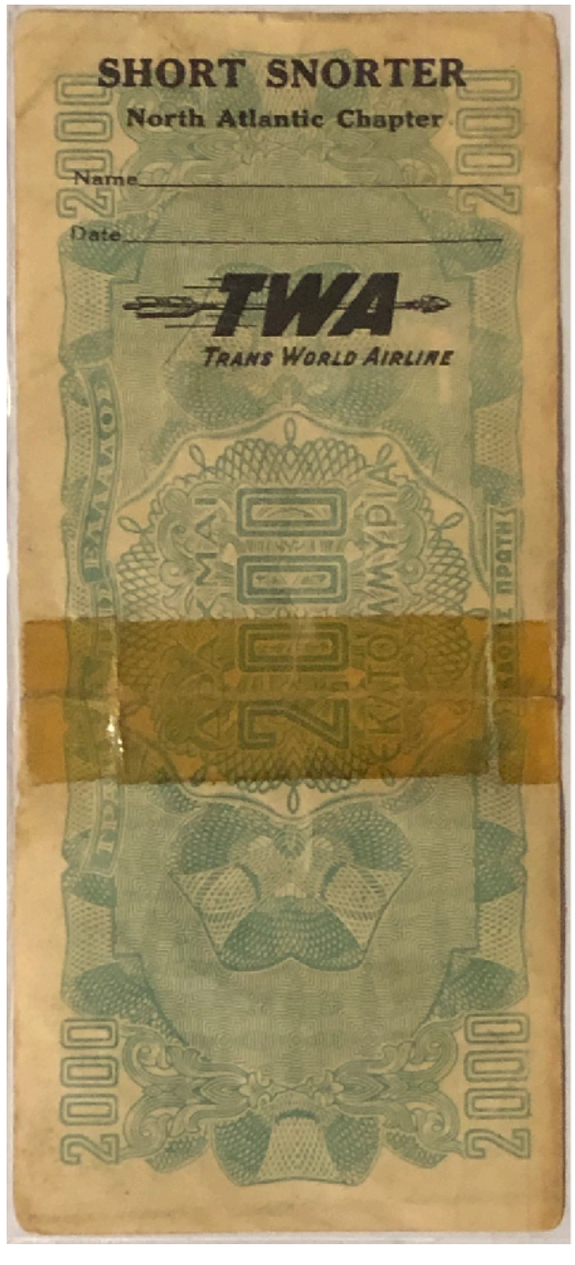
Signed by (**PILOT**) - (**CO-PILOT**) - (**NAVIGATOR**)



You are becoming a "Short-Snorter"

"Short-Snorters" are members of that elite group of travelers who have crossed the ocean by air - an organization known as **THE GRAND ORDER OF UNBENEVOLENT, PURELY MERCENARY, "SHORT SNORTERS"**.

"So, as you fly along, you are fulfilling your first qualification for membership.

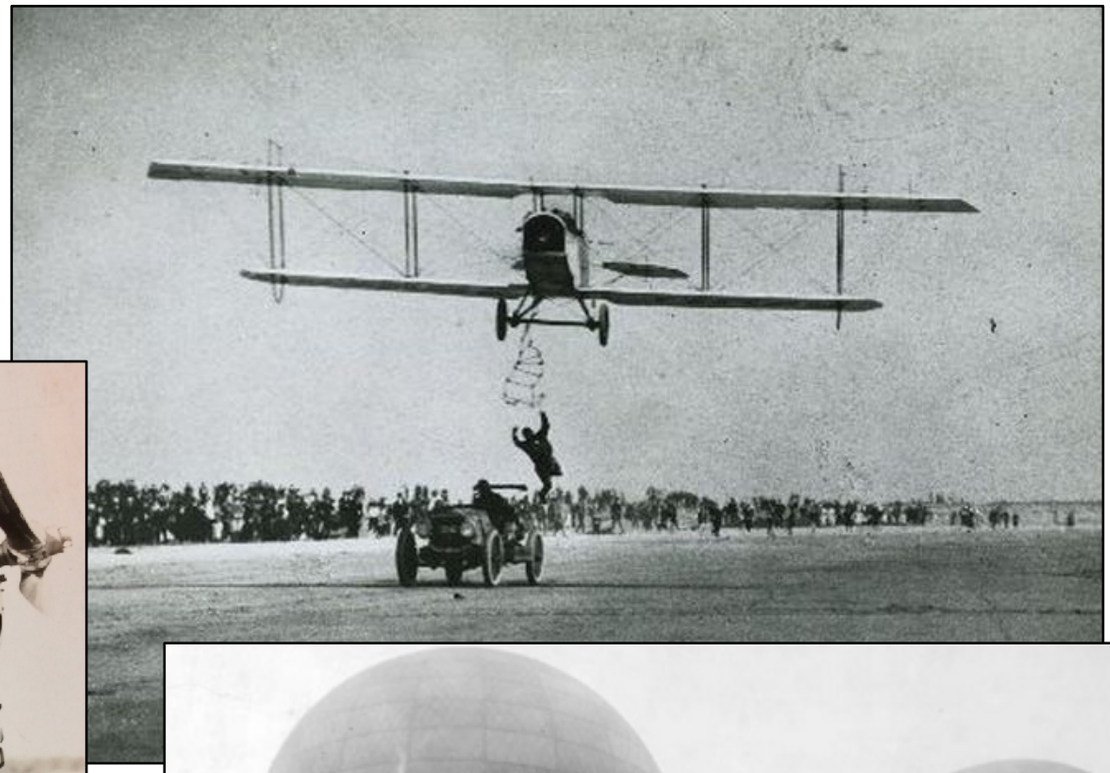


The membership card is a bill signed by at least two bona fide members and all other initiates present - in this case, your flight crew and fellow passengers. This becomes your credential as a "Short-Snorter," and tradition has it that you must have this on your person at all times. For any time an accredited "Short-Snorter" asks to see any other's proof of membership, it must be produced. Otherwise the erring member pays each "Short-Snorter" present a fine ($1 or its equivalent). TWA takes pleasure in handing you herewith this bill for certification by your fellow flyers. We feel sure you will enjoy the good fun and traditions which have grown up about this spontaneous and fast growing organization."

II. Origins - Barnstormers, Bush Pilots, & Balloonists

Started in aviation circles in 1920s after World War I

- Barnstormers
- Bush Pilots
- Balloonists



BARNSTORMERS

- Post-World War I surplus of military aircraft and pilots
- Low cost to operate in a rented farmer's field
- Advertised by dropping leaflets over nearby towns
- Performed aerial stunts and gave airplane rides

- Larger teams were organized into "Flying Circuses"

Short Snorters: Keeping the Memories Alive

Haunted by the specter of war and the uncertainty of their fate, young soldiers, sailors and airmen forged an unbreakable bond, not of steel but of paper money.

by Michael E. Marotta
ANA 162953

WORLD WAR II changed the face of civilization and united people around the globe in a common cause. The horrors were very real, and the future uncertain. Understandably, America's fighting men sought a sense of security, comfort and legacy. The numismatic manifestation of this longing was the "short snorter," a bank note (or other paper that served as money) that bore the autographs of officers, enlisted personnel and others connected with the war effort. Today, like the Big Band sound of Glenn Miller, they are a reminder of a people who have been called "The Greatest Generation."

Trading autographed bills, or "short snorters," was a popular pastime among World War II airmen.

Birth of a Tradition

ABOUT 100 YEARS ago, a "short snort" was a slang expression for less than a full shot of liquor. Pouring short snorts guaranteed barkeepers a little extra profit in each bottle. Also, drinking only a short snort allowed the imbiber to honestly point to his moderation.

Years before federal aviation regulations, pilots discovered that alcohol and airplanes do not mix, and fly-boys who drank heavily did not live long. Soon, pilots jokingly were calling each other "short snorter."

. . . THE TRADITION STARTED with a pilot named Jack Ashcraft, who flew with the Gates Flying Circus, perhaps the most popular barnstorming outfit of the 1920s.

AUTHOR'S COLLECTION

The United States $1 silver certificate was the bill of choice for most short snorters, although the use of foreign currency was not uncommon.

KEITH KRAUSE

How and why the phrase was applied to paper money is not quite clear. The best testimony comes from an article by Carl Cleveland of Mercer Island, Washington, that appeared in the August 1984 issue of *Air Museum News*.

According to Cleveland, the tradition started with a pilot named Jack Ashcraft, who flew with the Gates Flying Circus, perhaps the most popular barnstorming outfit of the 1920s. One night, Ashcraft was sent out to bring back a case of champagne. Instead, he spent the night with a woman and did not come back until the next morning. Knowing he would be in trouble, he worked out a diversion. Before his boss could reprimand him, Ashcraft quickly asked him for two dollar bills. On one of them, Ashcraft wrote "Short Snorter Number 1" and signed his name. He asked his boss to sign the other and then traded notes with him. Now, said Ashcraft, they were members of a club. From this obscure beginning, the signing and swapping of short snorters became a tradition among pilots.

The Numismatist - November 2002
Michael E. Marotta - ANA # 162953

"Some men documented history on their short snorters..."

SOME MEN DOCUMENTED history on their short snorters . . . Movie stars and other celebrities on morale tours often would sign notes.

"Have a Snort on Me"

AS AVIATION EVOLVED and matured, so did the customs involving short snorters. Before America entered World War II, pilots commanded large, multi-engine cargo planes supported by crews of specialists in the air and on the ground. Aviators would celebrate their first trip across the equator or their first landing at a foreign airport by signing and swapping dollar bills and other bank notes. Often just crewing together for the first time provided enough of an excuse.

Soon, a new twist was added: if an aviator had swapped short snorters with someone before, he could be challenged to produce his note. If he could not, he had to buy the next round of drinks (reaffirming the connection between short snorters and liquor).

Once America entered the war, thousands of soldiers and sailors came into contact with hundreds of pilots and aviators, and the tradition spread. A company being shipped out would pass notes around, each soldier signing as many as he could. The notes often were taped or pasted into long streamers. A wounded soldier going home would collect an autographed dollar bill from each of his buddies. "When you get home, pal," they would say, "have a snort on me."

Captain John L. Gillen was reported to have the longest short snorter. It measured 100 feet. PHYLLIS CLARK

Some men documented history on their short snorters, getting signatures from people they met along the way. Movie stars and other celebrities on morale tours often would sign notes. It was easy for the notes to become streamers several feet long, even up to 30 feet or more.

World's Longest

BY ALL REPORTS, the world's longest short snorter was assembled by Captain John L. Gillen, a stenographer in the Army Air Corps in the early '40s. He had gathered a number of signatures on a single dollar bill, but set his sights higher when he saw the collection of autographs accumulated by screen actress Marlene Dietrich.

Gillen traveled extensively, and by 1946 his short snorter was 75 feet long and had 500 signatures. Among them were Hollywood stars (Joe E. Brown, Bob Hope, Dorothy Lamour, Ann Sheridan, Dinah Shore), baseball legends (manager Leo Durocher), royalty (the Duchess of Gloucester) and military brass (General Claire Chenault, Admiral Richard E. Byrd and General Dwight D. Eisenhower). By the 1950s, his roll of short snorters had grown to 100 feet.

While Gillen successfully publicized his short snorters as the longest, more impressive ones have surfaced since. A sale conducted by Stack's on September 8-9, 1993, featured a roll of more than 450 notes stretching 175 feet in length.

One Writer's Remembrance

THE SHORT-SNORTER TRADITION never was well documented, and written description is hard to come by. Only a couple of years ago, a news story by John Steinbeck, "Short Snorter Looms as Menace" (datelined September 7, 1943, and originally published by the *Los Angeles Examiner*), came to light. *MPCgram*, a free E-newsletter for collectors of military money (mpcgram@yahoo.com), carried the story. It appeared again in the November/December 2001 issue of *Paper Money*, produced by the Society of Paper Money Collectors.

In May 2001, I was one of five pilots grounded at the Delaware County (Ohio) Airport, waiting for bad weather to roll past. I told them the story of the short snorter. We took out our dollars, signed and exchanged them. A few weeks later, at the end of aviation ground school, I spun the yarn again. This time, I came prepared with a stack of demonetized notes from Latin America and the Middle East. When that airport hired a new manager, we gave the outgoing manager a party at which people signed a string of notes starting with an American dollar and including an Iraqi 5 dinars. Then, at the annual Delaware County air show and fly-in, the former airport manager showed his roll to the crew of the Confederate Air Force B-24 *Diamond Lil*. He asked them if they knew what a short snorter was. They knew darned well what it was.

After World War II, American soldiers no longer were paid in "real money," but in Military Payment Certificates (MPCs). Short snorters on such certificates are known, but not common. DAVID SELLS

WHETHER LONG OR small, crumpled or crisp, every short snorter has a story to tell. They are portable memorials to the men and women who died for freedom and to the thousands who persevered to share the tale.•

Michael E. Marotta is a frequent contributor to THE NUMISMATIST. His November 2001 article, "Sir Isaac Newton: Warden and Master of the Mint," earned him second-place honors in the ANA's annual Heath Literary Award competition.

Barnstormer Snorter

Circulated ~ 1931

(image credits: Marilyn Wheeler)

Barnstormer Snorter

Wiley Post
Harold Gatty
Tex Rankin
Dorothy Hester
(Edward Lee) Swanee Taylor
Ruth R. Nichols
Fay Gillis
Mrs. Freddie Lund
(aka Betty L. Elkins)
Frances Harrell
Ken Hunter
Al Williams
Gil Ervin
C. William Martins
Bill Turner

Wiley Post & Harold Gatty

Dorothy Hester & Tex Rankin

Ruth R. Nichols

Mrs. Freddie Lund (aka Betty L. Elkins)

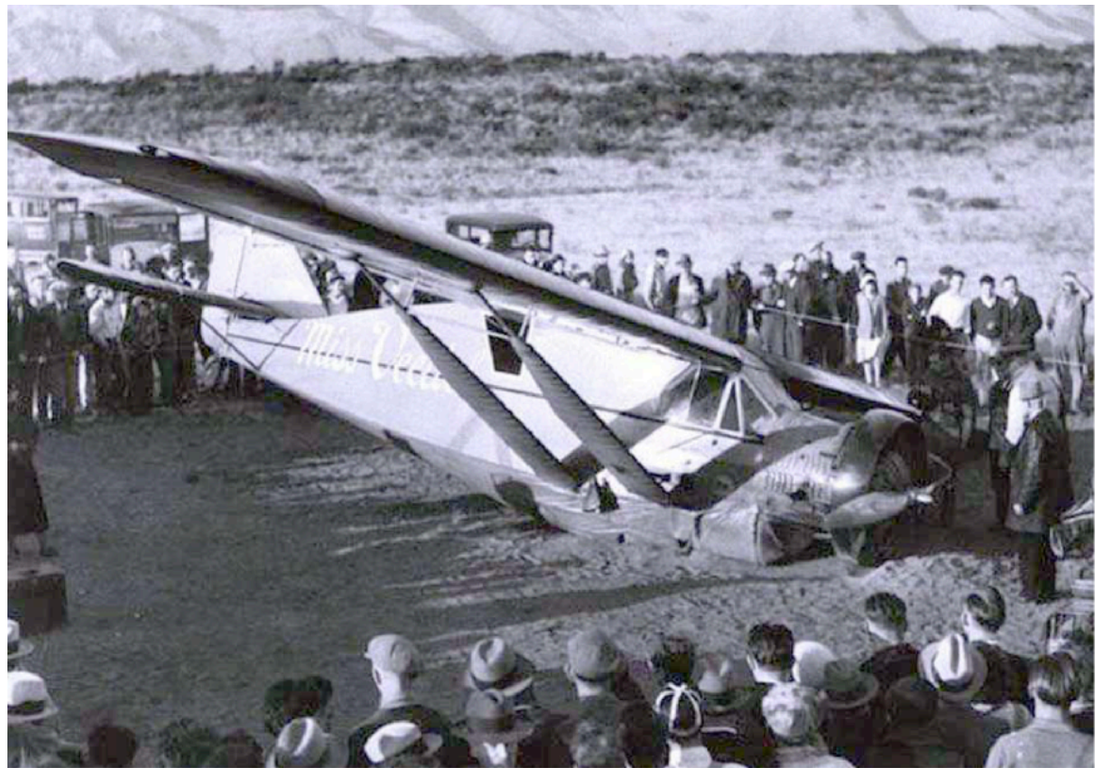
Al Williams

Ken Hunter - Aerial Refueling Pioneer

(photo credit: C.B. Cosgrove, III)

Clyde "Upside Down" Pangborn signed snorter

Landsbanki Islands (Iceland)
Five Kronur - Series 15 April 1928



Clyde Pangborn was a famous barnstormer who also was the first to fly non-stop between Japan and the U.S. He landed his plane "Miss Veedol" in Wenatchee, Washington, after a 41 hour 13 minute trans-Pacific crossing, October 5, 1931.

(Washington State University Archives)

BUSH PILOTS

- Transport passengers and mail in Alaska
- Explore and map Northern Canada

- Operating in “The Bush”
  - Remote and inhospitable
  - Very few landing strips or prepared runways
  - Gold miners usually located near water
  - Medical supplies for Native Alaskans in the Territory

- Specialized landing gear: “tundra” tires, skis, floats

Meet the Flying Short Snorters

By JOHN T. BILLS
Herald Staff Writer

BRIG. GEN. SIMON BOLIVAR BUCKNER, United States Commander in Alaska, tossed a coin on a Juneau bar and called for a "short snort" of bourbon.

Thereupon the bartender and two other customers moved quickly towards the general, each reaching for his hip pocket. The bartender was the first to speak:

"You a Short Snorter, General?"

"You betcha!"

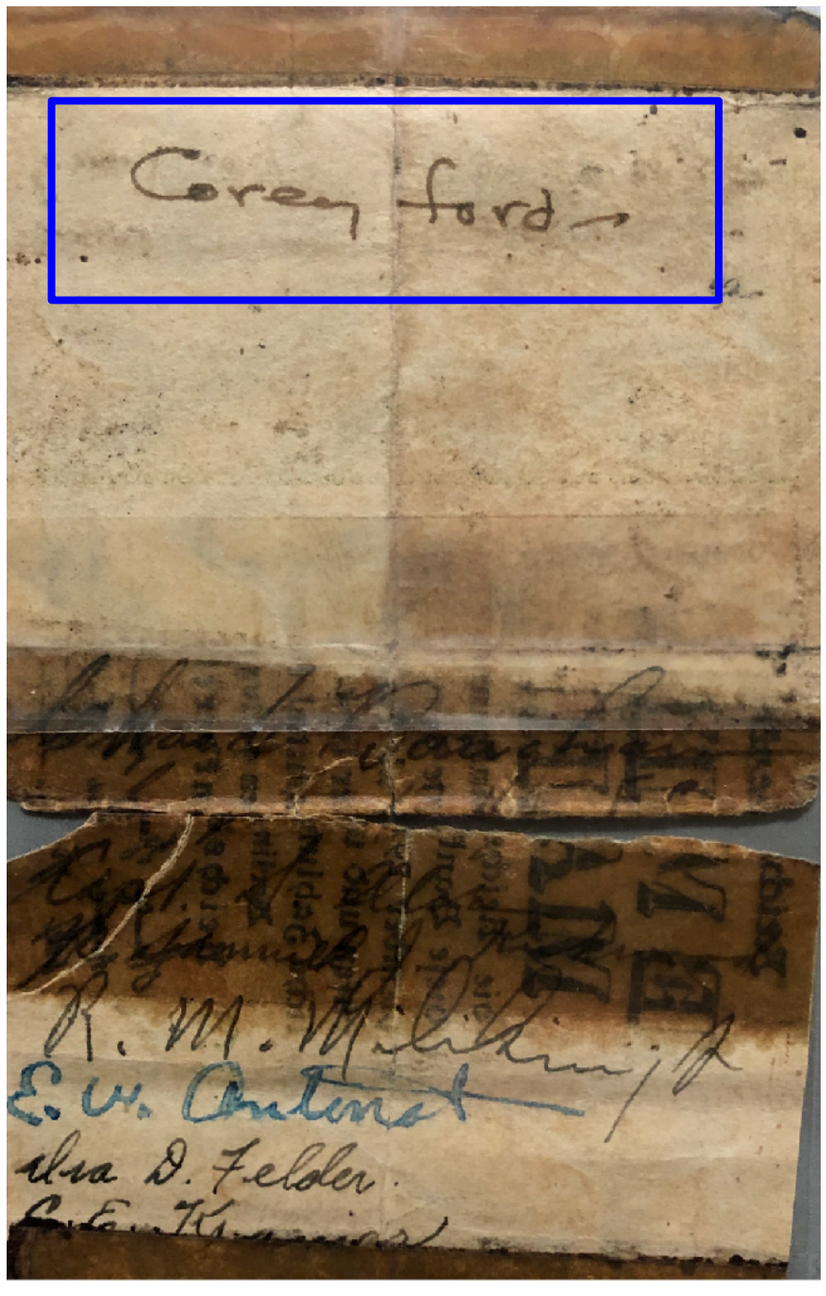
"So are we," chimed the bartender and the two customers. They turned out to be Corey Ford, famed Colliers Magazine writer, and Al Monson, well-known Alaska bush pilot.

From their wallets the four men—a general, a bartender, a writer and a pilot—took ordinary $1 bills in United States currency. These, covered with signatures of other Short Snorters, were duly inspected. Signatures were exchanged by the four.

Then, with the bartender joining them when business permitted, the four men settled down for several hours of companionship and friendly conversation—vital things in that Far North country—grounds for which had been established by that rather amazing name, Short Snorters.

This story was told to me by Ford, whom I met at Carlstrom Field, Arcadia, Fla., recently. He was there to do a story on primary flight training for Colliers. Accompanying him was Alastair MacBain, equally famed as a writer for American magazine.

Miami Herald - John T. Bills - 1941



Short snorter signed by
Corey Ford of
Colliers Magazine

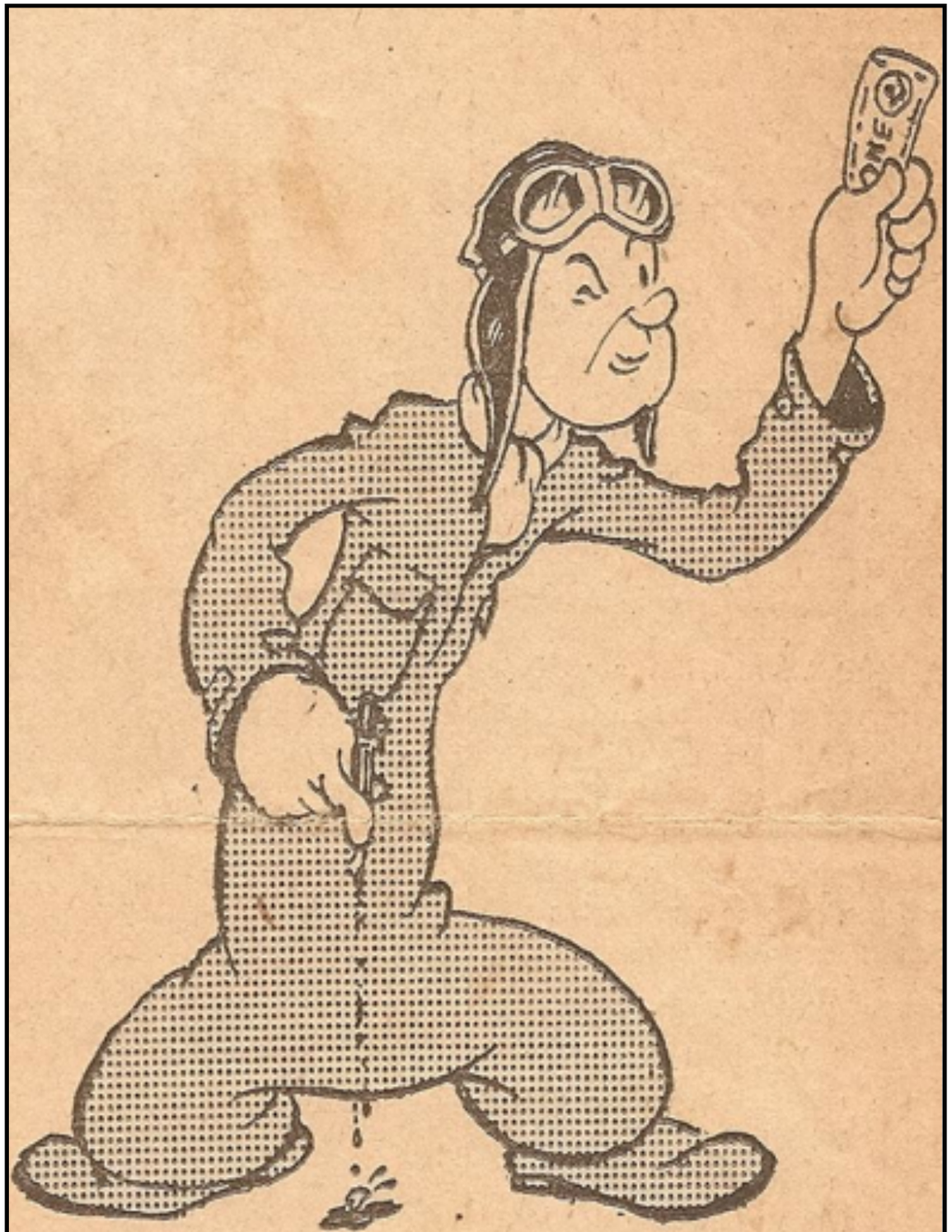
The Short Snorters was founded in 1925 by a group of pilots in Alaska, among which was Joe Crosson, the man who has made world headlines by his many mercy flights through the frozen North. He's the man who flew the bodies of Will Rogers and Wiley Post back to civilization after their crash—remember?

The organization subsequently has spread throughout the world and contains some of the most famous names in aviation. To be eligible, applicants must be actively engaged in some phase of aviation or be a patron of aeronautics. Membership admits one to the fraternity and fellowship of pilots and aeronautical patrons anywhere.

The Short Snorters was founded in 1925 by a group of pilots in Alaska, among which was Joe Crosson, the man who has made world headlines by his many mercy flights through the frozen North. He's the man who flew the bodies of Will Rogers and Wiley Post back to civilization after their crash – remember?

Rules for Membership

- Engaged in aviation or patron of aeronautics
- Have to be initiated by three short snorters “in good standing” who sign the new “membership card”
- Membership card shall be a U.S. One Dollar bill
- Membership fee is $3 ($1 to each initiator)
- Short Snorter must possess bill at all times or be able to produce within 2 minutes
- Penalty for failing to produce is $1 or a drink
- Failure to pay the $1 results in branding as a “Short Changer”



This is the official insignia of The Short Snorters, created by Armand Williams, top-notch cartoonist and animator formerly on the staff of Walt Disney and Fleischer Studios.

The SHORT SNORTER PROJECT

The author had never seen nor heard of a short snorter surviving from the original bush pilot organization, until June 30, 2015.

While attending my mother's funeral service, a cousin (who was aware of my hobby) approached and said that she worked with a lady who's father was a bush pilot in Alaska and she (that lady) has his short snorter. When I asked who the pilot was she said a name which I had heard before…

Joe Crosson

Pioneer Alaskan Aviator, Bush Pilot, and Short Snorter

(Estate of Joe Crosson)

A fragment of Joe Crosson's short snorter

Started pre-November 1929

Ten Dollars - National Currency - Series 1929 -
THE FARMERS AND MERCHANTS NATIONAL BANK OF HATTON, NORTH DAKOTA

Bess Cross - Merchant in Kotzebue. Wife of bush pilot John Cross.

C. B. Eielson - Pioneer polar aviator

Jack Miller

Bill Hughes

Carl Ben Eielson

(July 20, 1897 – November 9, 1929)

Over the North Pole—The Flyers, Wilkins and Eielson; the Plane—Page of Pictures on 19

THE SUNDAY WORLD Has a City Circulation Within 2000 Copies as Great as the City Circulation of "The Sunday Times" and "Sunday Herald Tribune" COMBINED.

The World

OFFICIAL WEATHER FORECAST
Rain and slightly warmer to-day; strong southeast winds.
TEMPERATURE YESTERDAY
44, 10 A. M.; 41, 8 A. M.

VOL. LXVIII. NO. 24,851—DAILY. Copyright Press Publishing Company (New York World) 1928 NEW YORK, SUNDAY, APRIL 22, 1928.

FIVE CENTS IN MANHATTAN, BRONX AND BROOKLYN | TEN CENTS ELSEWHERE

Wilkins Flies Over the North Pole From Alaska 1,800 Miles to Spitzbergen; Once Near Disaster; World Plane Off at Dawn to Free the Bremen

Wilkins and Eielson Noted For Exploits in Icy Climes

astralian Was With Ste- ansson and Schackleton — Shot War Scenes

eorge Hubert Wilkins was born on heep ranch in Australia forty years He handled a rifle at the age of spent his boyhood hunting or herd- sheep on horseback, and at twenty- was graduated from the Adelaide ol of Mines as an electrical en- r. worked his way around the world photographer and became an mo- picture news cameraman in the days of the film industry. He " Balkan war scenes and from anes took pictures of German war euvres, the Sahara Desert and thrillers. kins joined Stefansson's Canadian expedition as a photographer, roved of greater service as an ex- with gasoline motors. In long eys over ice he learned the Stef- n method of living off of the land, ntly going for many days with- ny pretense of supplies, beyond ammunition and condiments. ing the war Wilkins headed the lian photographic section on the rn front, and was twice men- in despatches, winning the Brit- ilitary Cross with one bar. After r he photographed the Gallipoli then tried a flight from England stralia, being forced down at by an oil leak. 921 Wilkins was second in com- of the British Imperial Antarctic tion. The following year he Sir Ernest Shackleton on the expedition, and was with ton when the latter died. This spent two and one-half of the Wilkins Aus- North Pole Expedition, which in 1925, in the British Museum after scient ory for study of bird life in remote parts of lletion of this work saw upon the venture of a flight, first organized late cessfully accomplished severance.

"Ben" Carried the Mails in Alaska 60,000 Miles With One Forced Descent

Carl B. Eielson is thirty-one, familiarly known as "Ben," and has to his credit more Artic and semi-Arctic flying than any other pilot. More than two years ago Wilkins said of him:

"Ben has flown 60,00 miles in the Artic and near Artic. He has faced the fiercest weather the north has to offer; has made landing on rough, unlighted fields during the Arctic night, and has served as his own mechanic and rigger when a snowbank was his hangar and the temperature was far below zero."

Eielson was born at Hatton, spent his youth largely in the open and was graduated from the University of North Dakota, after which he did post-graduate work at George Washington University and the University of Wisconsin.

He enlisted in the United States Army Air Service at the entrance of this country into the war and was commissioned a Lieutenant at Rockwell Field, Cal. After the war he became the Post Office Department's official "experimenter" in carrying mail in Alaska by airplane.

The towns and villages he served had no landing fields. Eielson glided down on frozen streams or open plains. His regular route took him around Mount McKinley. This and other towering peeks served him as beasons. In 60,000 miles of Alaskan flying with mail he made only one forced descent and came out with nothing worse than a broken propeller. Throughout he had to be his own mechanic.

"Although flying in temperature many degrees below zero," he explained, "I never had what one could call trouble with my Liberty motor. Sometimes it was hard to start, and I had no help. I would spin the propeller and then run back to the control board and feed the gas. Sometimes would make these sprints twenty thirty times before I got off."

Path Over Pole and Flyers Who Traveled It

From Joe Crosson's Antarctica scrapbook
(Estate of Joe Crosson)

Stranded for Five Days on "Dead Man's Island," 25 Miles From Goal

PLACE WAS UNINHABITED, NO CHANCE FOR RESCUE

Trip From Point Barrow Was Made in Twenty and a Half Hours of Actual Flying Time

TWO SHORT RADIO MESSAGES BRING NEWS OF EPIC TRIUMPH

Copenhagen Jubilant—Other Explorers Praise Feat—Fear for Safety Had Been Expressed

COPENHAGEN, Denmark, April 21 (A. P.)—Another conquest of the North Polar regions was recorded to-day when Capt. George H. Wilkins announced to the Copenhagen Politiken the safe arrival at Spitzbergen of himself and Carl B. Eielson. They flew over the roof of the world from Point Barrow, Alaska.

Only two brief wireless messages came through, but they revealed that Wilkins, like Koehl and Fitzmaurice in the Bremen, had a narrow escape from disaster at the very end of their adventure. For some reason, as yet unexplained, Wilkins was compelled to make a landing on an uninhabited islet only twenty-five miles from his goal. The flyers were detained there for five days by bad weather.

The islet, on the north side of Isfjord, bears the forbidding name of Doedmansoeira (Dead Man's Island). It is a mere speck in the Arctic waste. There was shelter for Koehl, Fitzmaurice and von Huenefeld on Greenly Island, but there is

WILKINS ARRIVES IN SPITZBERGEN IN FLIGHT OVER POLE

(Continued From First Page)

Perils, Repeated Failures Couldn't Daunt Pole Flyers

Success of Wilkins and Eielson Came After Hardships and Misfortunes Had Often Dashed Hopes

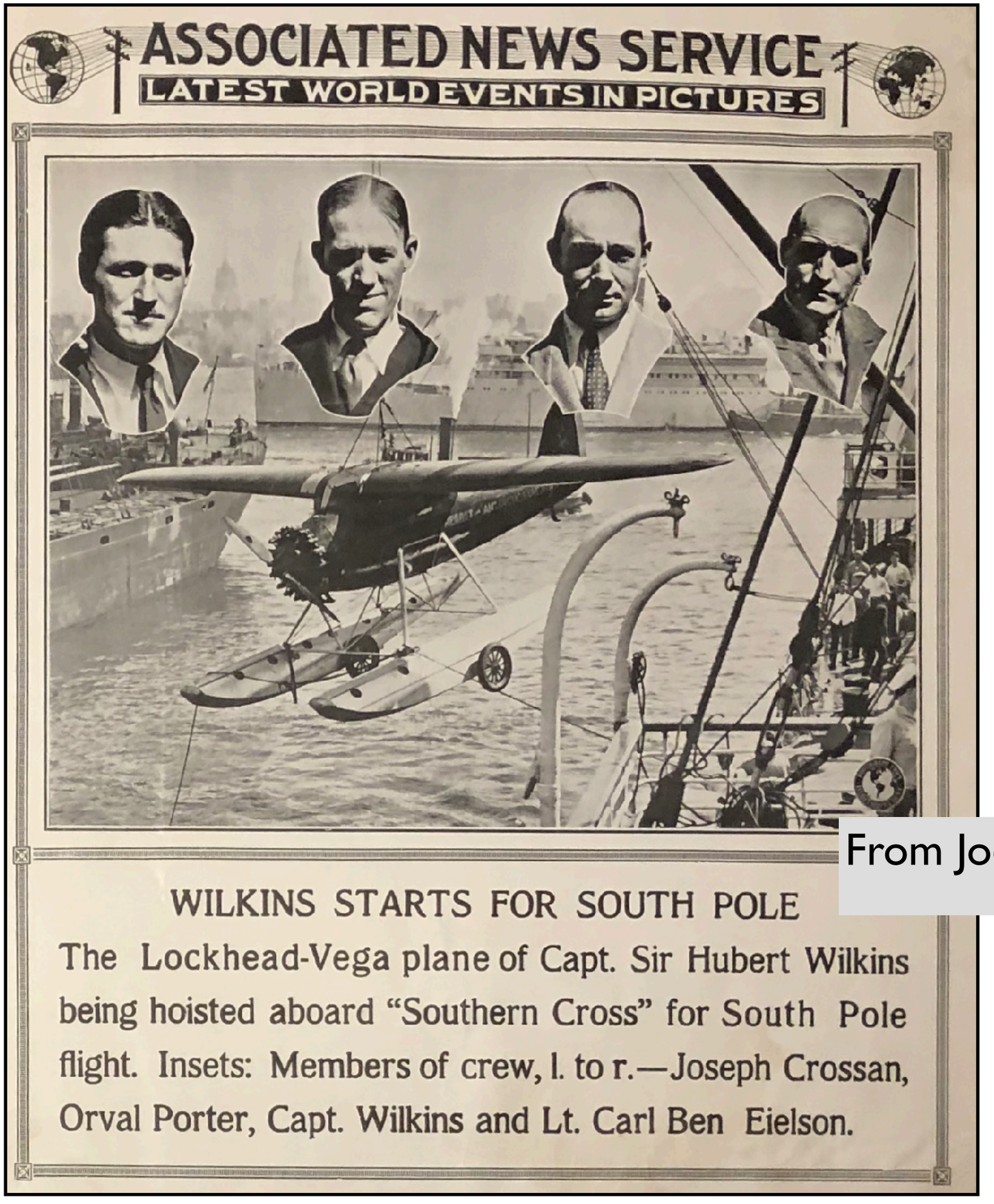
The success of Capt. George H. Wilkins and Pilot Carl Ben Eielson in flying across the North Pole from Point lost in the Alaskan wilds. Word o them came through after the second plane, equipped with radio, flew up t Barrow

WILKINS MAY FLY TO ANTARCTIC NOW

Planned to Aid Byrd if He Made No Discoveries at North Pole

COLLEAGUES TELL OF IT

April 1928



September 1928

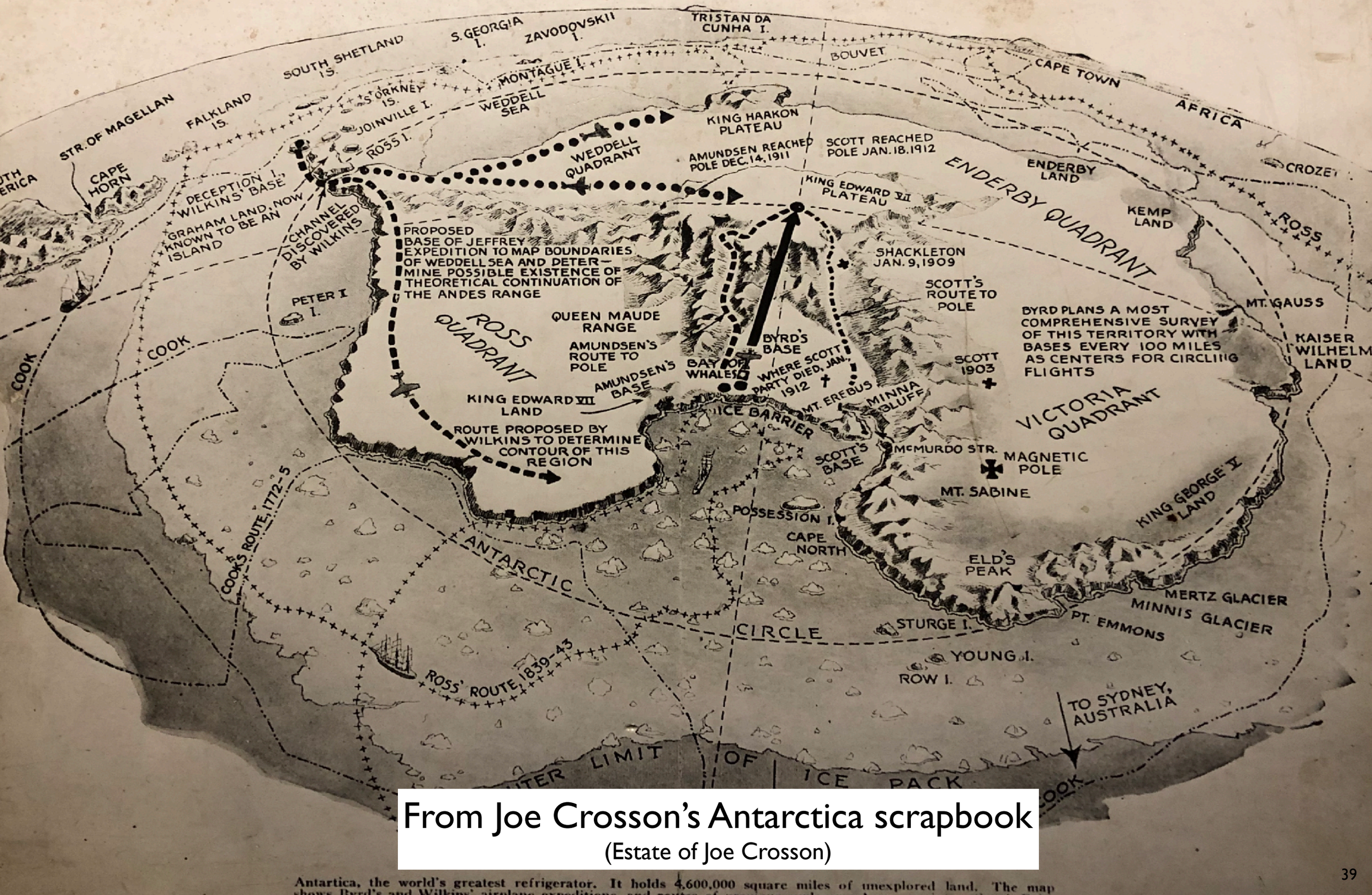
Wilkins-Hearst Expedition to Antarctica leaves New York City

From Joe Crosson's Antarctica scrapbook
(Estate of Joe Crosson)

From Joe Crosson's Antarctica scrapbook

(Estate of Joe Crosson)

FLYERS OPEN THE WORLD'S ICE BOX



From Joe Crosson's Antarctica scrapbook

(Estate of Joe Crosson)

Antartica, the world's greatest refrigerator. It holds 4,600,000 square miles of unexplored land. The map shows Byrd's and Wilkins' airplane expeditions, and routes of previous explorers. Arrows point to South Pole.

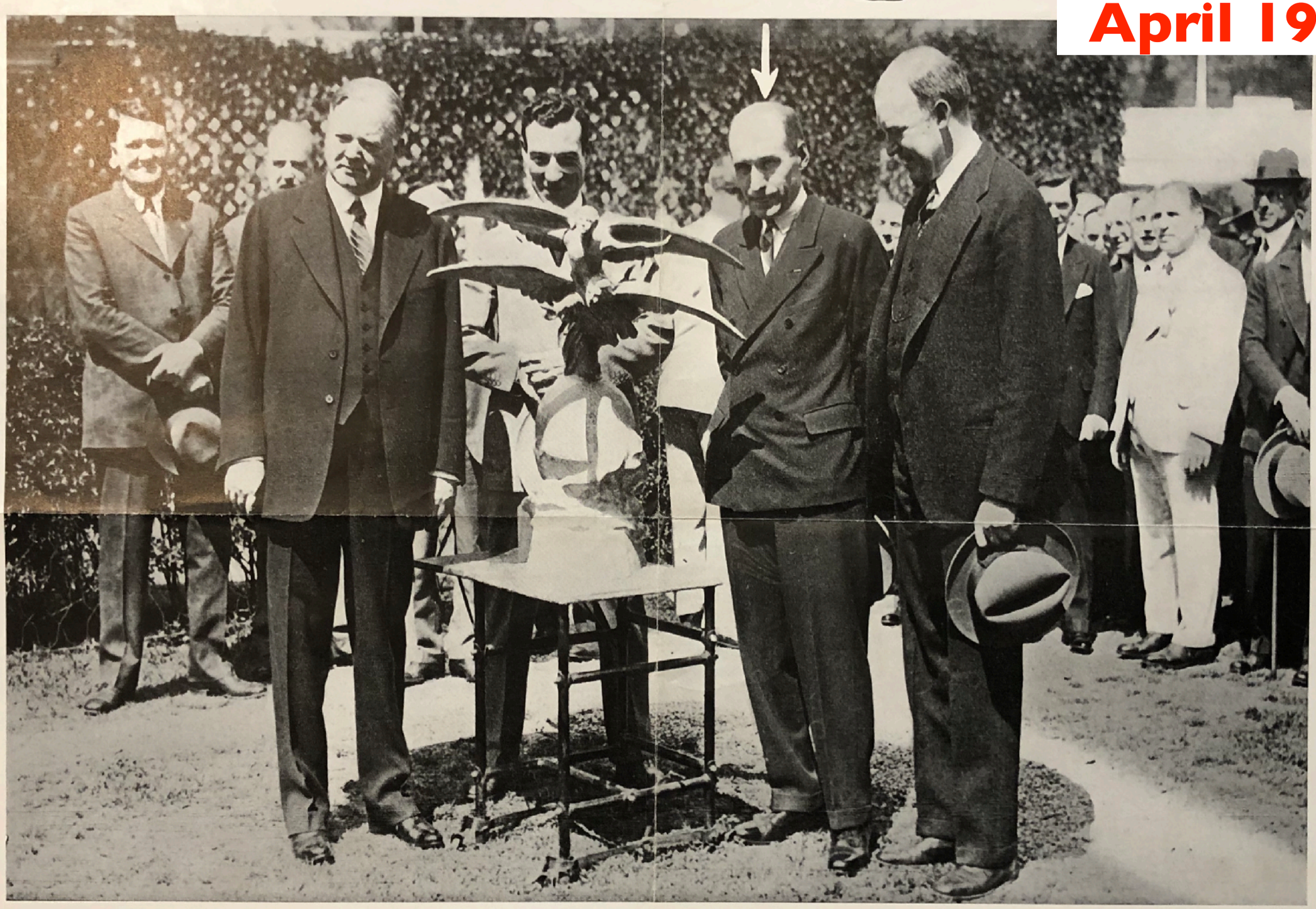
Ent. 2nd class matter, Oct. 20, 1913, at New Haven, Conn., under Act of Mar. 3, 1879

ILLUSTRATED CURRENT NEWS

Tri-Weekly by Illustrated Current News, Inc., Chapel St., New Haven, Conn.

April 12, 1929—No. 2429

April 1929



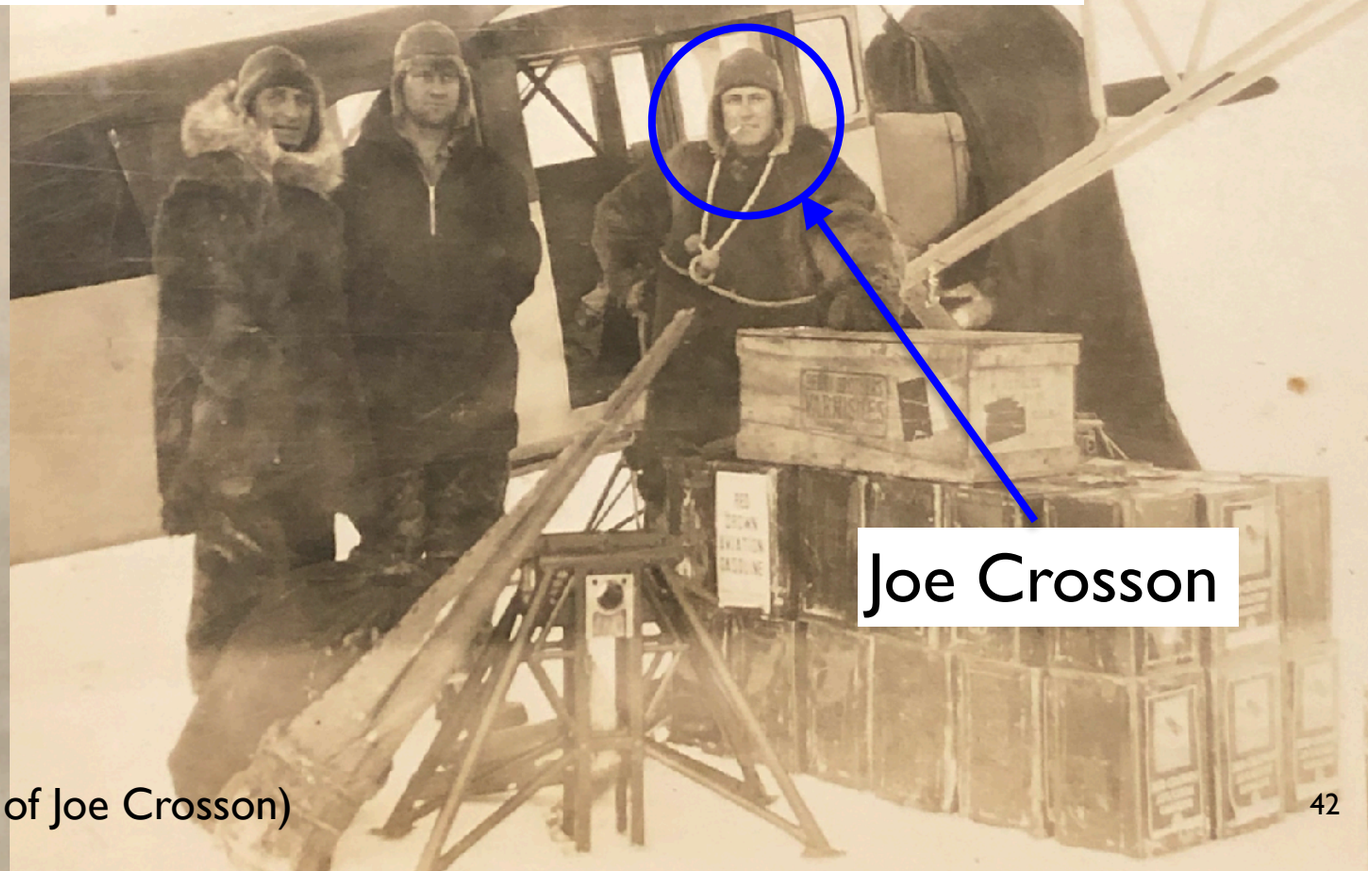
PRESIDENT PRESENTS HARMON TROPHY TO LT. CARL BEN EIELSON

Wash., D. C.—The Harmon Trophy, which is awarded annually to the flyer performing the outstanding feat in aviation, was presented to Lieut. Carl Ben Eielson by President Hoover at the White House yesterday, for his feat in piloting the explorer Hubert Wilkins over the North Pole. Arrow points to Lt. Eielson.

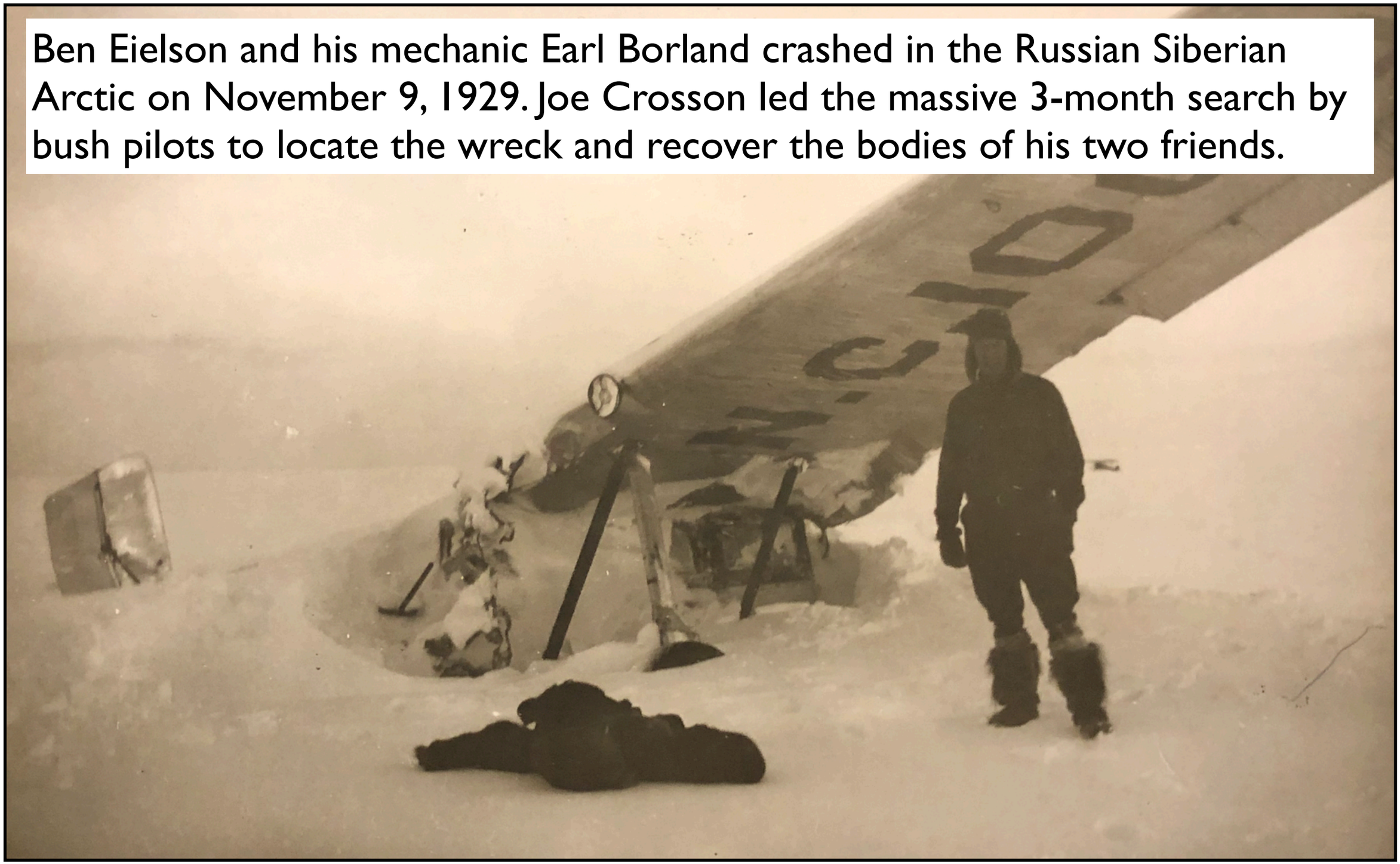
Joe Crosson's White House photograph autographed by President Herbert Hoover who is shaking hands with Ben Eielson at the Harmon Trophy ceremony

(Estate of Joe Crosson)

Ben Eielson entered Fairbanks Aeroplane Co. into a contract with the owners of the NANUK to salvage the $1,000,000 cargo of furs stranded in Russian Siberian ice for $50,000 in November 1929.



(Estate of Joe Crosson)



Joe Crosson at discovery of Ben Eielson's wrecked Hamilton Metalplane - January 25, 1930

(Estate of Joe Crosson)

The Russians labored for 24 days to find the bodies of Ben Eielson and mechanic Earl Borland. They thawed out the bodies to lay them straight and then draped them with American flags for the journey home.

(Estate of Joe Crosson)

Carl Ben Eielson

(July 20, 1897 – November 9, 1929)

The loss of a close personal friend to the perils of aviation was just the first of several for Joe Crosson

(Estate of Joe Crosson)

BACK - Ten Dollars - National Currency - Series 1929 - THE FARMERS AND MERCHANTS NATIONAL BANK OF HATTON, NORTH DAKOTA

Carl R. Anderson

Earl Borlund - Eielson's Mechanic on NANUCK job

Eugene Silbey

Hugh Brewster - First "temporary" inspector in Alaska. Marine Corps pilot in WW II.

Harold E. Gray

Mae Post - Wife of Wiley Post

Arthur O. Olson

(Oklahoma Historical Society)

Capt. R. O. D. Sullivan - Robert Oliver Daniel Sullivan - PAA clipper pilot 103 crossings of the Atlantic in 1942 (1st person in history over 100)

H. H. ("Hap") Arnold - General U.S. Army Air Corps

Ernie Snowden - Admiral Ernest Maynard "Ernie" Snowden Naval Academy 1932. Married Hap Arnold's daughter Lois.

Inscription reads, **To Joe & Lillian Crosson - With sincere friendship - Wiley Post - Mae Post**

(Estate of Joe Crosson)

Standing left to right: photographer D. R. Gustafson,
Joe Crosson, Will Rogers, and Wiley Post
(Estate of Joe Crosson)

From left to right, Will Rogers, famous Alaskan musher Leonhard Seppala, Wiley Post, and Joe Crosson stand near Post's Lockheed monoplane on a floatplane dock on the Chena River near Fairbanks. Against Crosson's advice, Post and Rogers pushed on from there and died in an airplane crash near Barrow.

THE WEATHER

Fair tonight and probably tomorrow; not much change in temperature.

Sun rises 6:07 a. m.; sets, 7:53 p. m. High tide at Governors Island, 11:15 a. m. and 11:36 p. m.

For Complete Weather Report. See Page 4

International News Service and Universal Service Telegraph, Cable and Radio Dispatches.

Today's Temp.

2	a. m.	73
3	a. m.	72
4	a. m.	72
5	a. m.	70
6	a. m.	69
7	a. m.	70
8	a. m.	70
9	a. m.	70
10	a. m.	73
11	a. m.	78
12	Noon	83
1	p. m.	84
2	p. m.	85
3	p. m.	83

NEW YORK EVENING JOURNAL

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IN FOUR SECTIONS—SECTION ONE 5

No. 17,534—DAILY

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SATURDAY, AUGUST 17, 1935

Entered as second-class matter Post Office, New York, N. Y.

FIVE CENTS

RACING
BASEBALL
SPORTS EXTRA
★ ★ ★ ★ ★ ★
BROOKLYN-QUEENS

FUNERAL PLANE AT FAIRBANKS

VERY LATEST NEWS

FREEDOM NEAR FOR INDIANA FOE OF UTILITIES.

INDIANAPOLIS, Aug. 17.—The State Supreme Court today issued a writ of supersedeas, paving the way for the freeing of Mayor Clare W. H. Bangs of Huntington, Ind., who has served 101 days in jail for contempt of court. The former college professor went to jail rather than pay damages assessed against him in the Huntington Municipal Court in his fight with the Northern Indiana Power Co. for lower rates for the town's residents.

BASEBALL SCORES

First Game—

Pittsburgh (N)	0	1	0	0	0	0	0	1	0—	2	10	0
Phila. (N)	0	0	0	0	0	0	0	0	0—	0	5	2

Batteries—Lucas and Padden; Jorgens and Todd.

First Game—

Albany (I)	0	0	0	0	0	1	0	2	0—	3	11	0
Toronto (I)	0	1	3	0	2	0	0	0	x—	6	10	0

Batteries—Caster and Hayes; Hilcher and Crouch.

St. Louis (N)	0	1	1
Giants (N)	2	0	0

Ba

RACING RESULTS

SMITH HURLS AGAINST CARDS

Giants Face Heusser in Series Final at Polo Grounds

BATTING ORDER.

ST. LOUIS.	GIANTS.
Martin, 3b.	J. Moore, lf.
Rothrock, rf.	Bartell, ss.
Frisch, 2b.	Terry, 1b.
Medwick, lf.	Ott, rf.
J. Collins, 1b.	Leiber, cf.
Davis, c.	Jackson, 3b.
T. Moore, cf.	Cuccinello, 2b.
Durocher, ss.	Mancuso, c.
Heusser, p.	Smith, p.

Umpires—Klem, Stewart and Stark.

By Garry Schumacher.

POLO GROUNDS, Aug. 17—

Umpires—Reardon, Pinelli and Rigler.

DRAGNET SPREAD.

By Stan Lomax.

SON KILLED SAVING $503 PAYROLL

5 Bandits Escape After Desperate Battle on East Side

Battling desperately in the heart of the crowded lower East Side, Salvatore Benedetto, 24, today saved his father's $503 payroll from five bandits, all armed, but was shot and fatally wounded by one of them as he dashed for safety.

The gunmen escaped.

Apparently the attack had been carefully planned for the

Mrs. Rogers Breaks as Stoicism Fails

MRS. WILL ROGERS
Bravely Bears Her Grief.

While Will Rogers, Jr., was winging his way eastward today to jon his bereaved mother, Mrs. Rogers collapsed shortly after noon and was placed under the care of a physician at the home of a family friend on Long Island, the family spokesman revealed to the Journal.

Outwardly unemotional, Mrs. Rogers bore up under the news of her world-beloved husband's shocking death until she reached the cloistered privacy arranged for her by Dorothy Stone, actress-daughter of Fred Stone, one of the dead comedian's closest friends. Then, the spokesman said:

"Mrs. Rogers went to pieces. She is so heart-broken and ner-

ARCTIC FLIER BRAVES STORM WITH BODIES OF ROGERS, POST

FULL PAGE OF PICTURES ON PAGE 5.

FLYING THROUGH "very bad weather," Joe Crosson, veteran Alaskan flier, today reached Fairbanks, Alaska, with the bodies of Will Rogers and Wiley Post, killed Thursday night in the crash of their own plane.

AS THE FLIGHT began, Sergt. Stanley Morgan, U. S. Signal Corps operator at Point Barrow, sent a detailed story, graphic in its simplicity of how the two were killed at "the top of the world."

Eye-Witness Tells Story

WASHINGTON, Aug. 17 (By International News Service).—From a U. S. Army Signal Corps operator at Point Barrow, Alaska, there came today as an official report the almost breathless story of how Will Rogers and Wiley Post went to their deaths.

Written with the compelling power of simplicity, the report, sent by Sergt. Stanley Morgan, follows:

"Ten p. m. last night attracted by group excited natives on beach. Walking down, I discovered one native all out of breath, gasping out in pidgin English a

Point Barrow and had run the entire distance to summon aid.

LANDS ON RIVER.

"The native claimed that the plane, flying very low, had sud-

Funeral Ship at Fairbanks

FAIRBANKS, Alaska, Aug. 17.—Joe Crosson, more than three hours overdue after 475 mile sof flying through "very bad weather" with the bodies of Will Rogers and Wiley Post, landed safely here today at 7:35 a. m. (1:35 p. m. New York).

Grave fear had been felt for his safety as his plane was previously unreported in the flight from Point Barrow, near which his two "passengers" were instantly killed when their own plane crashed Thursday night on the bank of an unnamed Alaskan river.

He began the hazardous flight 1 a. m. (7 a. m., New York me) and landed here six hours nd 35 minutes later.

NEARLY WHOLE HOP

THROUGH FOG, RAIN

Almost the entire journey w through fog and rain, whic slowed his speed. He

ON TAX BILL

WASHINGTON, Aug. 17 (By International News Service).—The fate of the Roosevelt tax program bill may be settled by Senate-

(explorenorth.com)

(Estate of Joe Crosson)

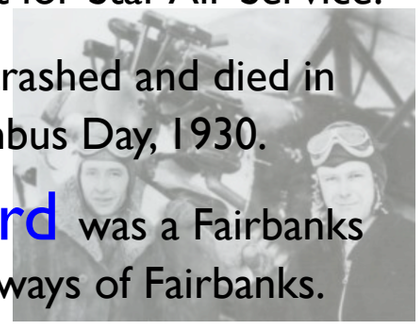
(BACK) One Dollar - Silver Certificate
Series 1928 - Serial Number D30547030A

"SHORT SNORTER"

S. E. Robbins →

J. M. ("Jack") Elliott worked in Anchorage as a pilot for Star Air Service.

Ralph Wien crashed and died in Kotzebue on Columbus Day, 1930.



Percy Hubbard was a Fairbanks pilot for Service Airways of Fairbanks.

Gene Meyring flew for Alaska Washington Airways, Alaska Southern Airways, and Pacific Alaska Airways in Southeast Alaska in 1930s. Later joined Pan American Airways.

Harold Gillam →

Learned to fly in Fairbanks in 1929. With only 40 hrs training and no license, flew a Stearman across Alaska in the search for the Eielson crash and was one of the pilots who spotted the wreckage. He died following a Jan 5, 1943 crash when he froze to death trying to walk out for help.

S. E. Robbins was one of the pilots who flew furs from the trading ship Nanuck

Harold Gillam

(FRONT) One Dollar - Silver Certificate
Series 1928 - Serial Number D30547030A

Ed Fagaros flew briefly for McGee Airways, then for Noel Wien in Fairbanks. Died in aircraft crash in McGrath

Dapper Dan

Dapper Dan (aka Daniel B. Barnett, Jr)

Friend of **Charles Lindbergh**, an employee of Ryan Aeronautical of San Diego, and the wing designer of the Spirit of St. Louis. Before Lindbergh's flight, Burnett asked him to take a **one dollar bill** and a letter, both signed by Captain Martell and a **red carnation** given to him by Lieutenant Kelley. The carnation was the first flower to fly across the Atlantic. Lindbergh also said that he prized the possessions. The **dollar bill** later transferred hands to **Sir Hubert Wilkins** for his flight to the **Antarctic** and on Doles' race with Martin Jensen to Honolulu.

Short snorter made by Joe Crosson

Joe Crosson made this SHORT-SNORTER for A.B. during a special flight to Fairbanks in a new Pacific Alaska Airways Electra to inspect Ladd Field in Fairbanks and other defense projects awarded Congressional funding in early August, 1940.

SHORT-SNORTER / A.B.

Joe Crosson

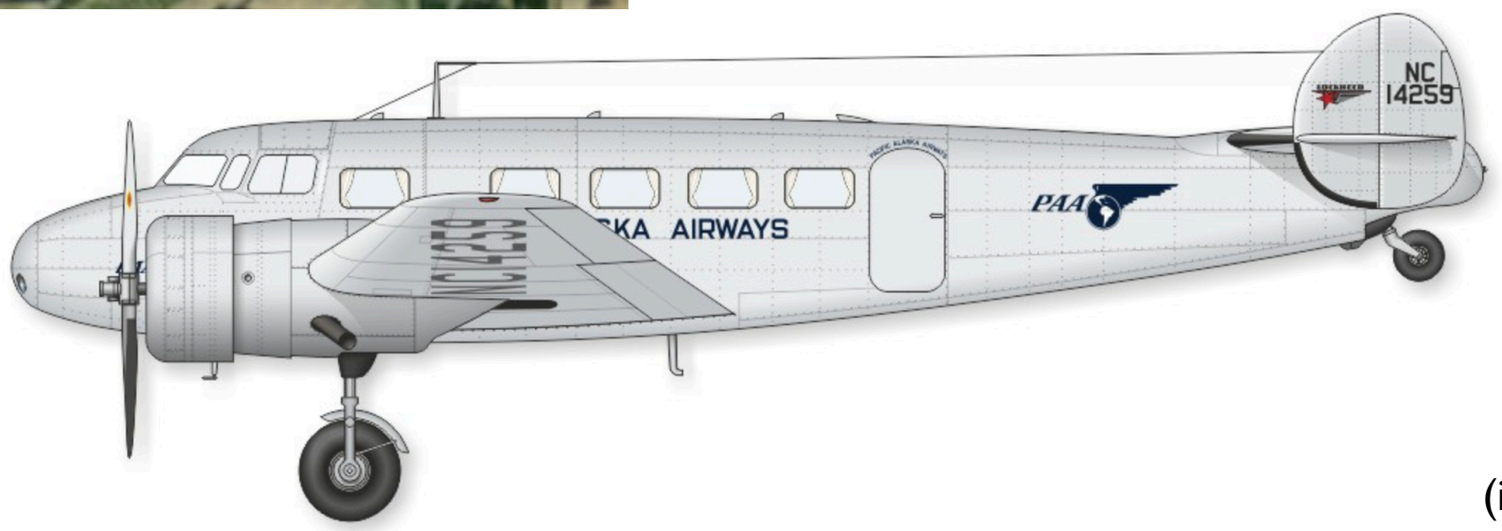
J. Buell Snyder - Congressman from Pennsylvania and Chairman of the House Appropriations Subcommittee on War Expenditures.

Joe Starnes - Congressman from Alabama.

Jim Craine - Superintendent of Operations for Pacific Alaska Airways.

Herb Hilscher - WW2 Office of Strategic Services in the Aleutians. Subsequent delegate to the Alaska Constitutional Convention.

Clancy Dayhoff - Head of the TWA News Bureau.



(image arcticdecals.com)

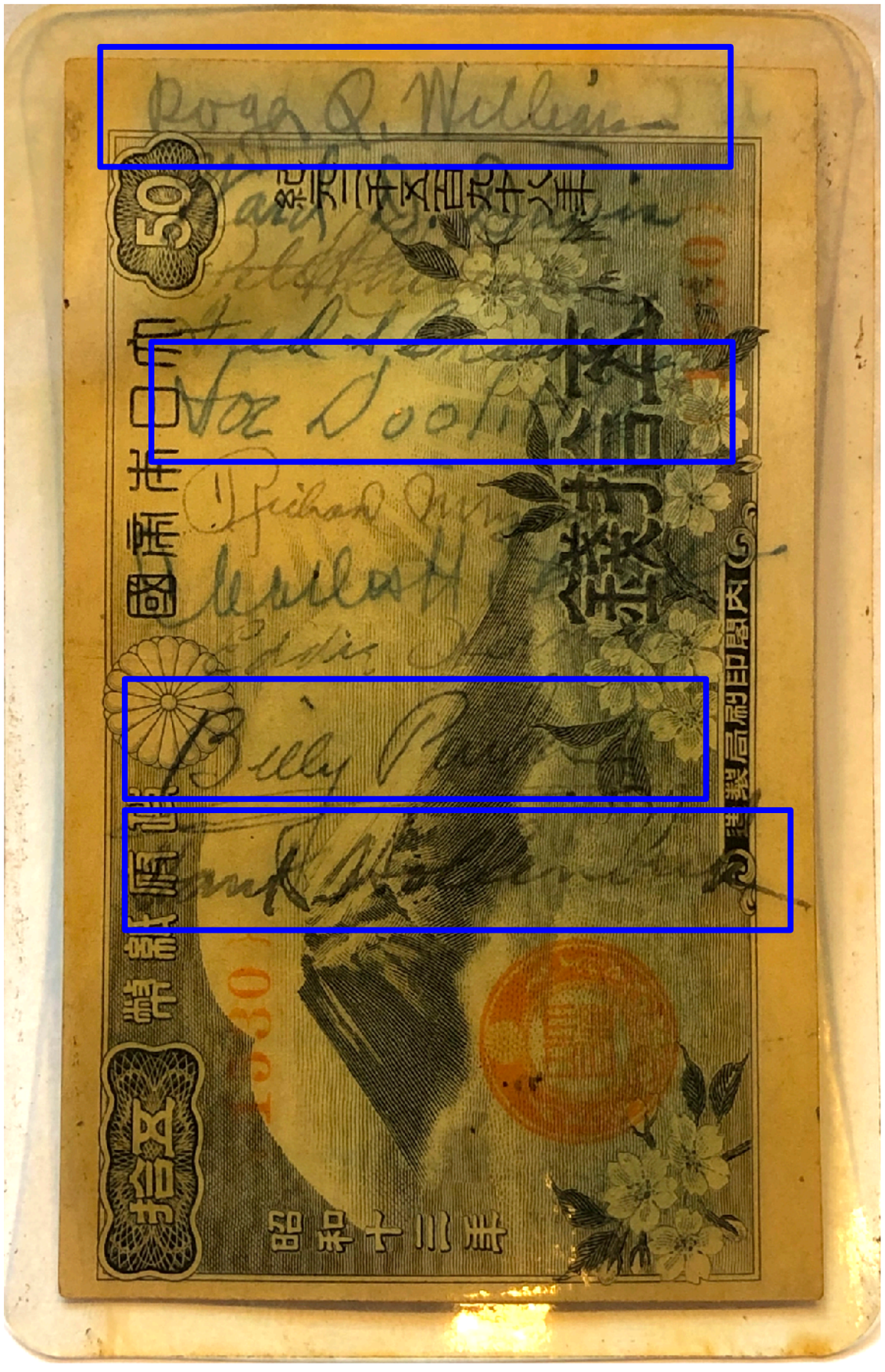
Inscription reads, **To Joe & Lillian Crosson - With kindest regards and best wishes - H.H. Arnold Maj Gen - Chief of Air Corps - 10/11/40**

(Estate of Joe Crosson)

Joe Crosson's "ATTU ALASKA" snorter

Air Corps General Hap Arnold recruited Joe Crosson to serve with a group of civilians analyzing military operations in the Aleutian Islands. This note was undoubtedly secured during a trip to Attu June 21, 1943, less than a month after Attu had been liberated from the Japanese. It is laminated.

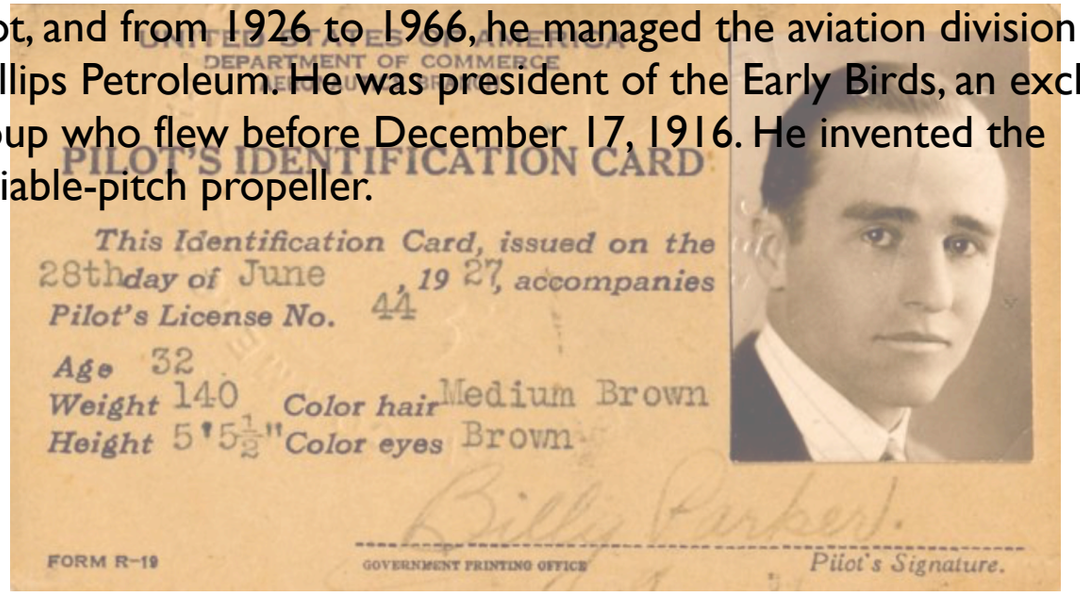
"ATTU ALASKA" snorter - FRONT



Roger Q. Williams broke the over-water flying record in July 1929 by making a non-stop flight from Old Orchard Beach, Maine, to Santander, Spain. The 3,400 mile flight took 31 hours and 30 minutes. During WW2 he served in the Army Air Corps.

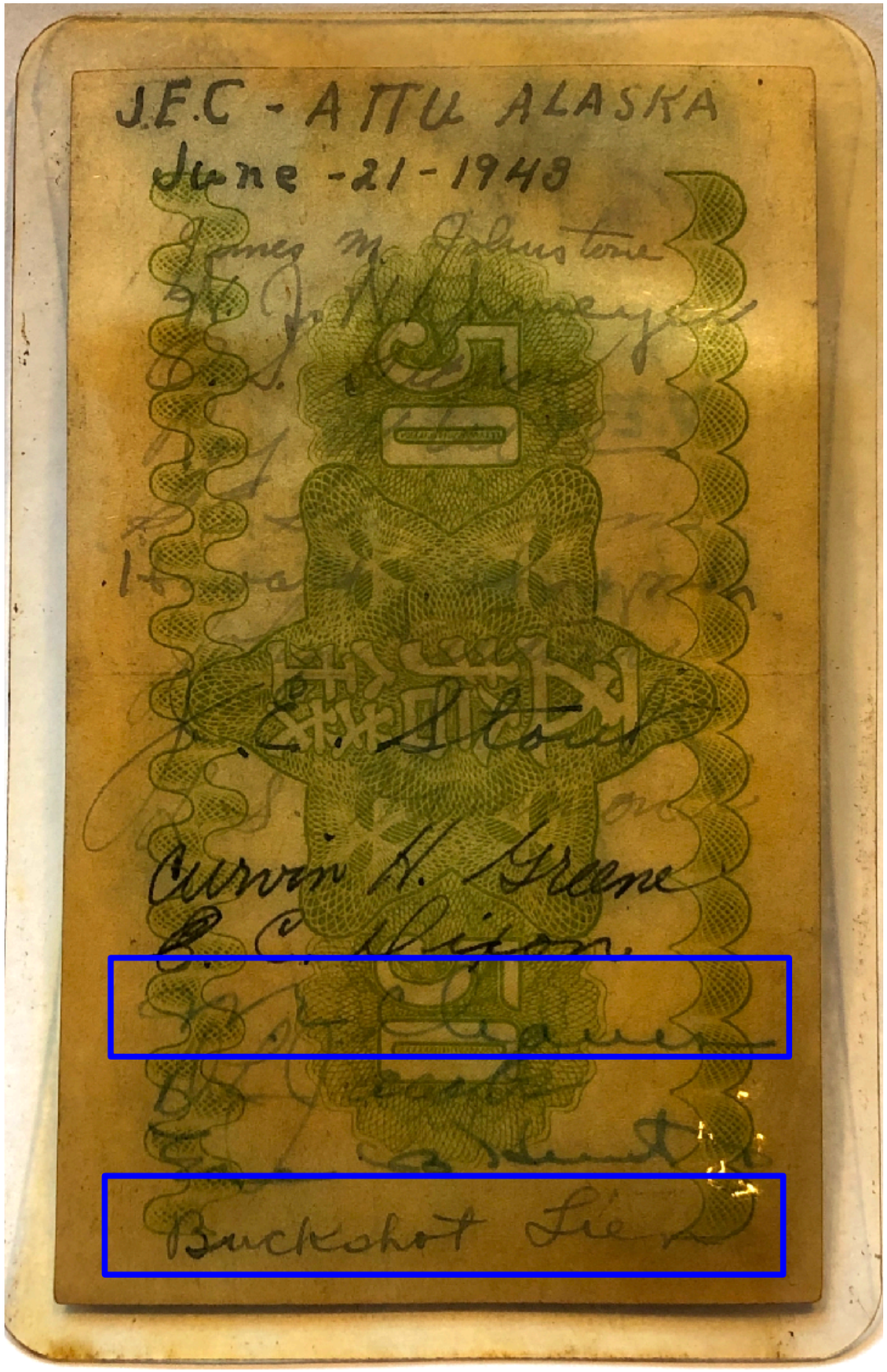
Joe Doolittle - Was the wife of Jimmy Doolittle of "Doolittle's Raid".

Billy Parker was issued private pilot's license # 44. As a high school student in Ft. Collins, CO, he built a glider which flew to an altitude of 300 feet. He barnstormed in the 1920's, worked as a test pilot, and from 1926 to 1966, he managed the aviation division of Phillips Petroleum. He was president of the Early Birds, an exclusive group who flew before December 17, 1916. He invented the variable-pitch propeller.



Hank Hollenbeck - Pioneer Montana aviator.

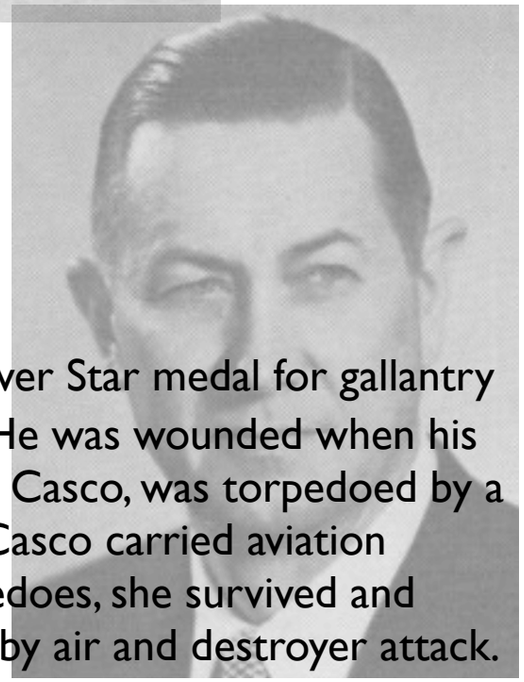
"ATTU ALASKA" snorter - BACK



J.E.C. - ATTU ALASKA

June - 21 - 1943

USS CASCO (AVP-12)



Willis E. Cleaves earned the Silver Star medal for gallantry in action during the Aleutian campaign. He was wounded when his command ship, the seaplane tender USS Casco, was torpedoed by a Japanese submarine. Although the USS Casco carried aviation gasoline, bombs and a deckload of torpedoes, she survived and drove the Japanese craft to destruction by air and destroyer attack.

B.B. "Buckshot" Lien was Bush Pilot for Pacific Alaskan Airways when WW2 broke out. Moved to Seattle during the war.

Great book if one is interested in pioneering aviation in Alaska, Ben Eielson, Will Rogers & Wiley Post, or Marvel Crosson and the 1929 Women's National Air Race (aka "Powder Puff Derby").

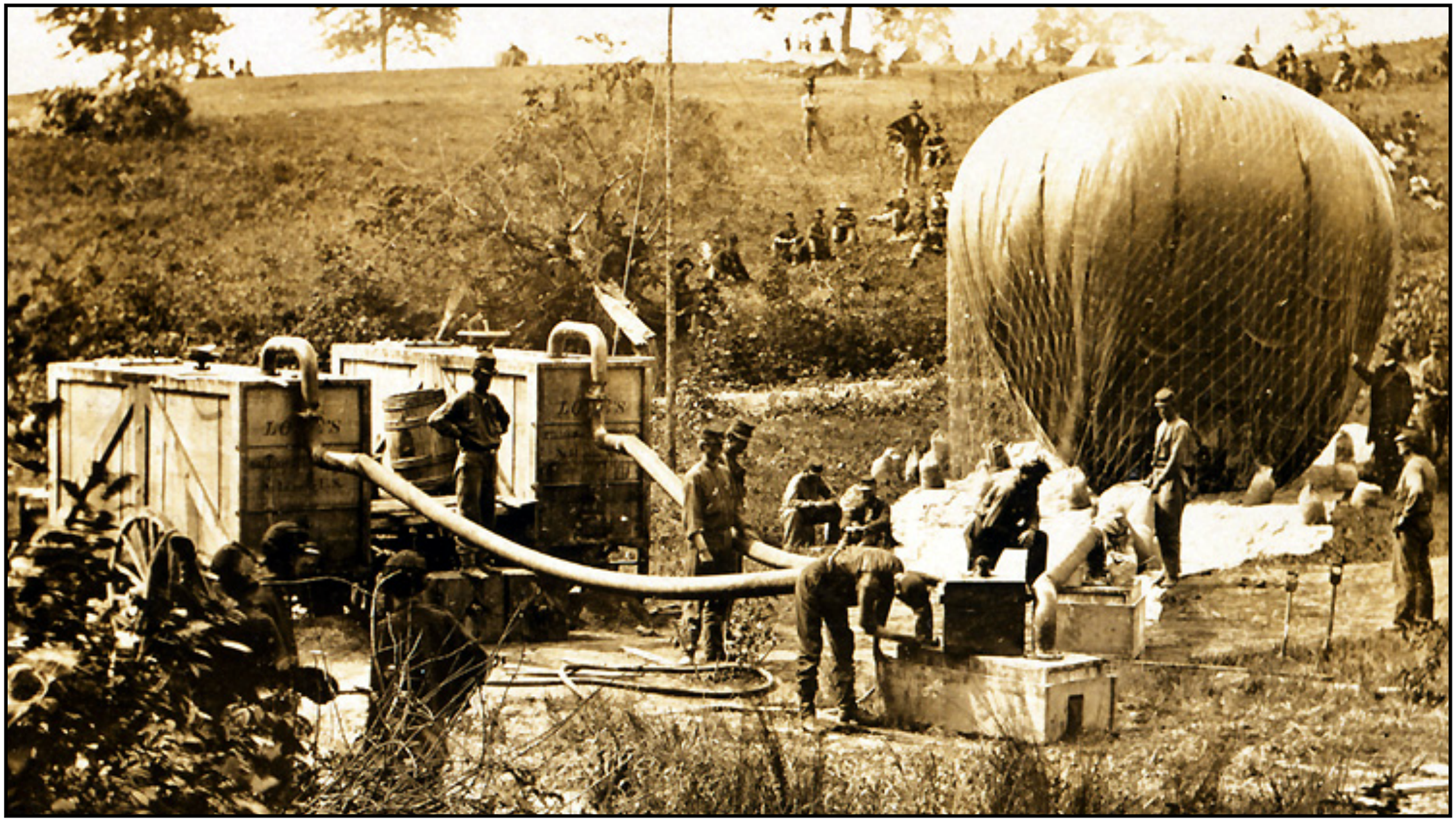
Joe Crosson's sister Marvel was the first female to have a pilot's license in Alaska. She crashed and died on day two of the Powder Puff Derby.

Joe Crosson died suddenly of a heart attack in Seattle in 1949. He was only 46 years old.

BALLOONISTS

Balloons in the Civil War

- Artillery spotting and aerial reconnaissance
- Altitude of 1000' allowed spotting troops 7 miles away

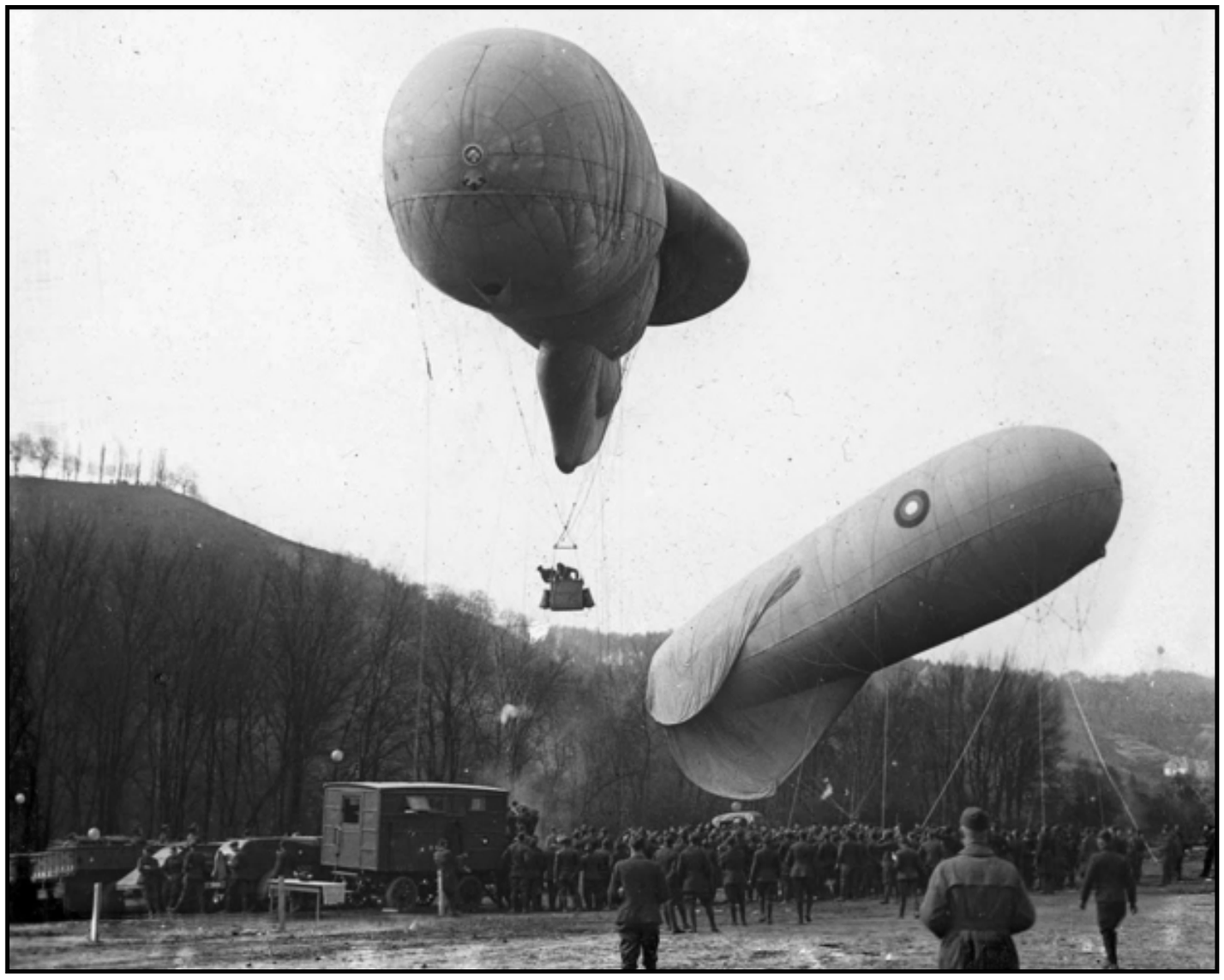


Using portable gas field generators, Union troops inflate the balloon *Intrepid* at Gaine's Mill

(Library of Congress photo)

Balloons in World War One

- 102 Balloon Companies in the U. S. Army in 1918
- 36 Balloon Companies went overseas with the U.S. American Expeditionary Forces



(Richard E. DesChenes images)

Balloonists Snorter

Circulated ~1926

SHORT SNORTERS

E. F. Palmer

Jerry McClelland

David E. Irvin

Capt. Edgar P. Sorensen

D.G. Pringle

Edgar Leedy

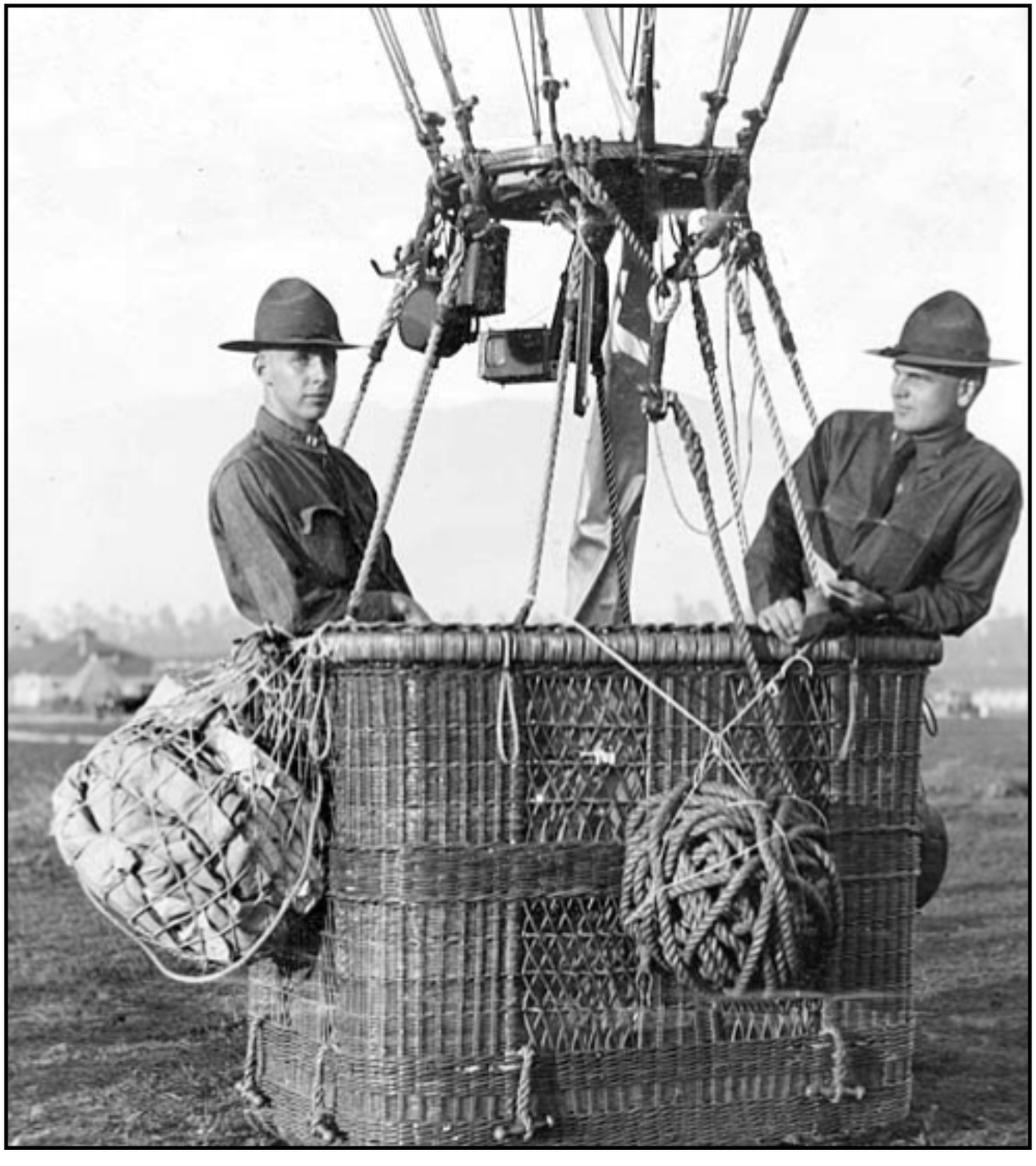
Herb Maxson

Fred Johnson

W. T. Van Orman set an unprecedented record of winning five annual National Balloon Races

Paul Weeks

Ward T. Van Orman (left) checks instruments in 1928 before a flight (wikipedia)



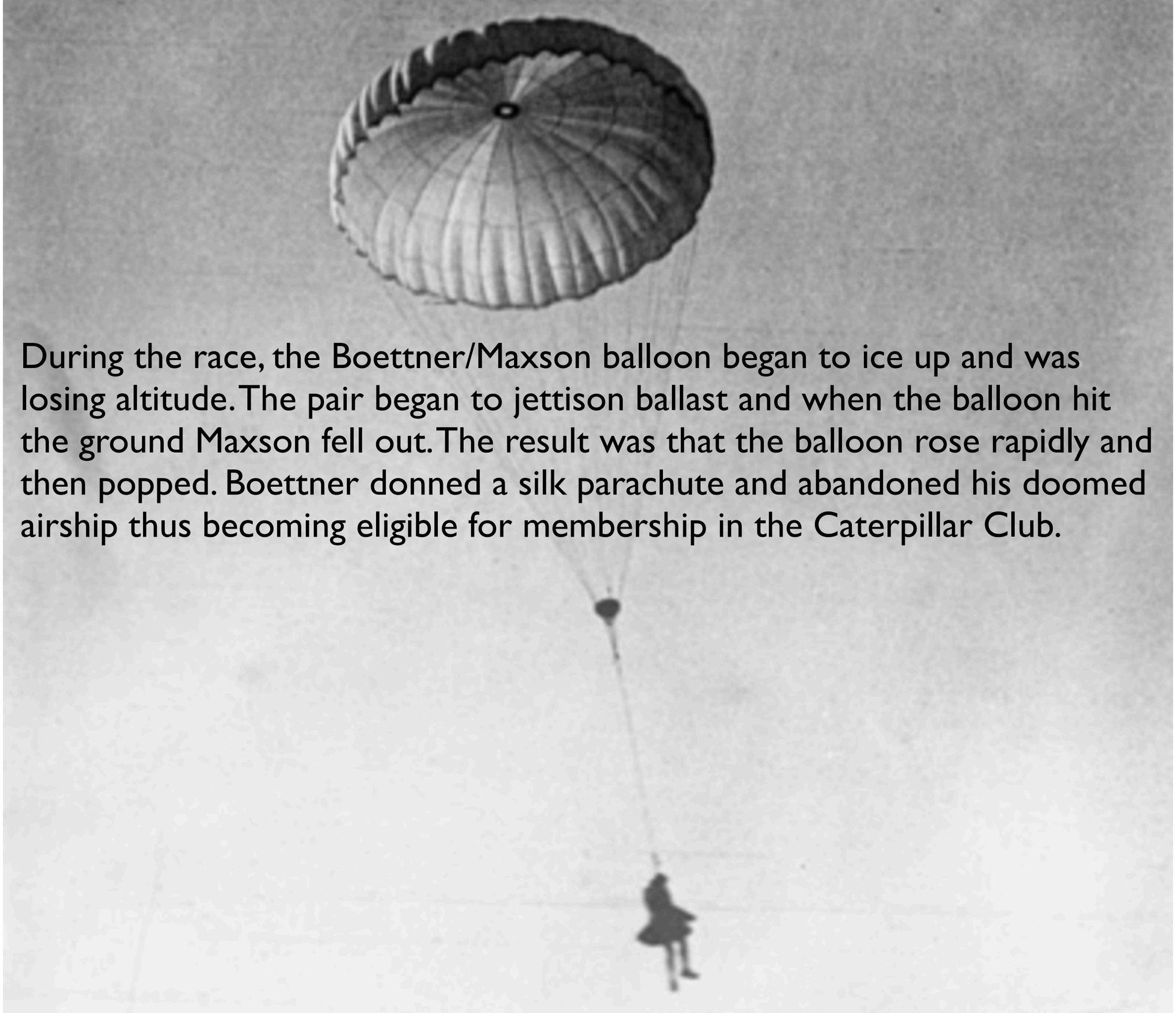
Capt. Edgar P. Sorensen (left) & Pilot Capt. H. C. Gray

U.S. Army Balloon School - Ross Field - Arcadia, CA - October 18, 1921

(photo credit: Los Angeles Times)

Left to Right: **Ward T. Van Orman** , Walter Morton,
John A. Boettner, **Herbert Maxson**
1926 International Balloon Race - Antwerp, Belgium

John A. Boettner (front) and **Herbert Maxson** (rear)
1926 International Balloon Race - Antwerp, Belgium
Boettner becomes a member of "The Caterpillar Club"



During the race, the Boettner/Maxson balloon began to ice up and was losing altitude. The pair began to jettison ballast and when the balloon hit the ground Maxson fell out. The result was that the balloon rose rapidly and then popped. Boettner donned a silk parachute and abandoned his doomed airship thus becoming eligible for membership in the Caterpillar Club.

“Caterpillar Club”

Informal association of people who have successfully used a parachute to bail out of a disabled aircraft.

Famous members include Fay Gillis, General James Doolittle, Charles Lindbergh, and astronaut John Glenn.

Club motto: "Life depends on a silken thread"

III. Expansion & Explosion of the Short Snorter Tradition

Expansion of the Short Snorter Tradition

- Growth of commercial aviation in 1930s - "Flying Boats"
  - Pan American Airways (PAA)
  - Trans World Airlines (TWA)
  - British Overseas Airways Corp (BOAC)
- San Francisco to Honolulu: Flight duration ~ 19 hours
- Crossing an ocean or the Equator was a reason to become a member of the Short Snorter Club
- Various "Chapters" were developed

Pre-WWII short snorters are very rare!

Robert Armstrong

(images: wikipedia)

SHORT SNORTER - PACIFIC CHAPTER
- MARCH 4, 1939 -
HONOLULU - SAN FRANCISCO

Actor Robert Armstrong starred in the RKO Pictures 1931 movie King Kong

Explosion of the Short Snorter Tradition

Grew rapidly with entry into World War II and overseas flights

- US Army Air Corps (USAAC) 8 - 10 crew per bomber
- Naval Air Transport Service (NATS)
- Army Transportation Command (ATC)
- Women's Air Service Pilots (WASPS)
- American Red Cross (ARC)
- United Services Organization (USO) (aka "Camp Shows Inc")

The Short Snorter Tradition Spreads to Other Branches of Military Service

- Army Air Corps (AC)
- Army (USA)
- Marines (USMC)
- Navy (USN or USNR)
- Coast Guard (USCG)
- Merchant Marine (aka US Maritime Service) (USMS)

Short Snorter & **Purple Porpoise**

U. S. S. CHENANGO (CVE-28)

REVERS, H.F. RdM2c, 313 06 35
Name Rate No.

is authorized to wear the following listed area ribbons; medals; decorations; and engagement stars.

1. American Area Ribbon
2. Asiatic Pacific - 7 Stars
3. Philippine Liberation - 2 star
4. Victory Medal
5.
6. H. W. Westhal

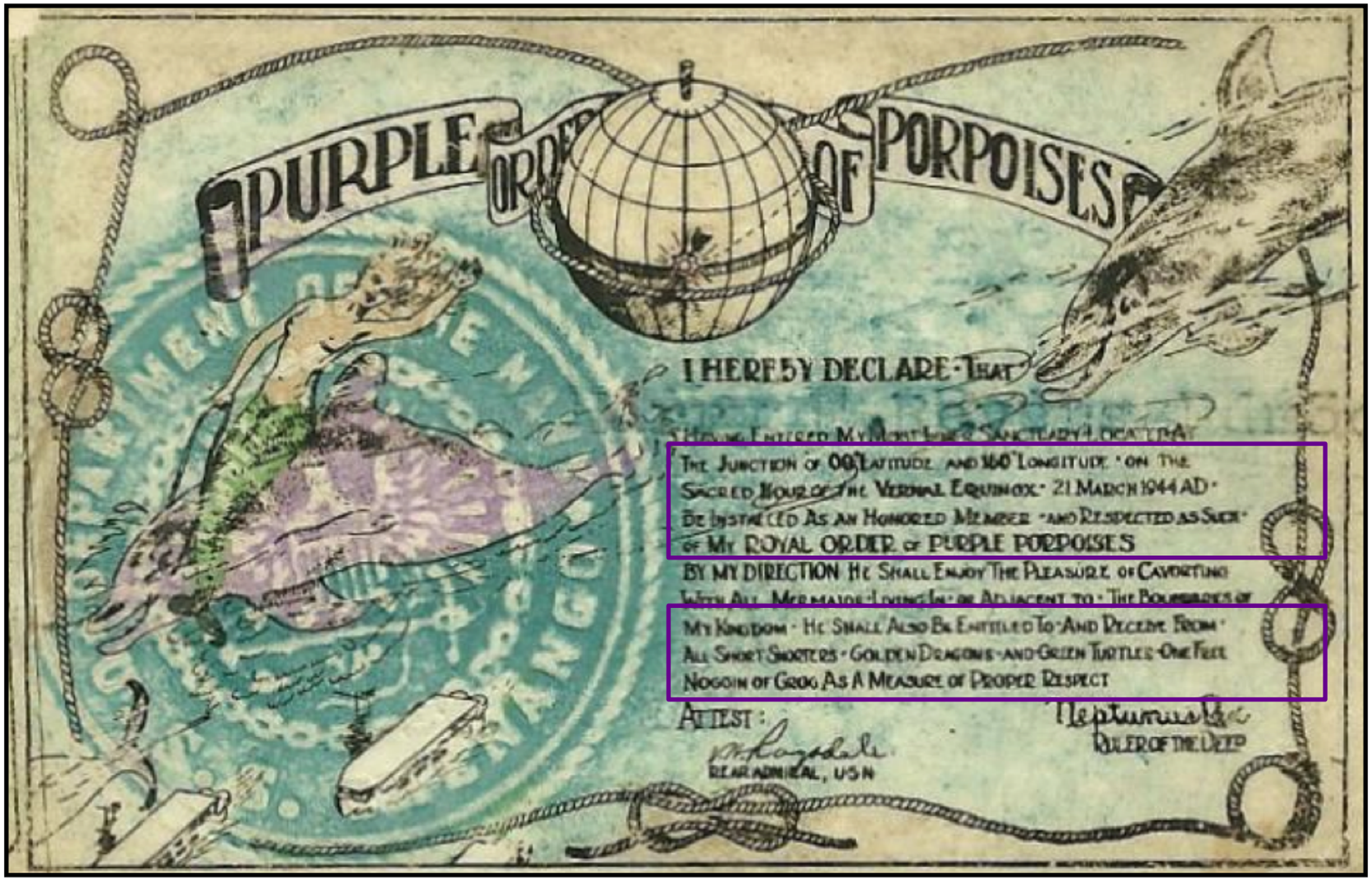
H. W. WESTHAL, Lt(jg), USNR
Validating Officer

Harry F. Revers - Radarman 2C, USNR

(artifacts courtesy Bernadine Revers)

Royal Order of Purple Porpoises

Crossing Junction of Equator and International Date Line at Sacred Hour of Vernal Equinox

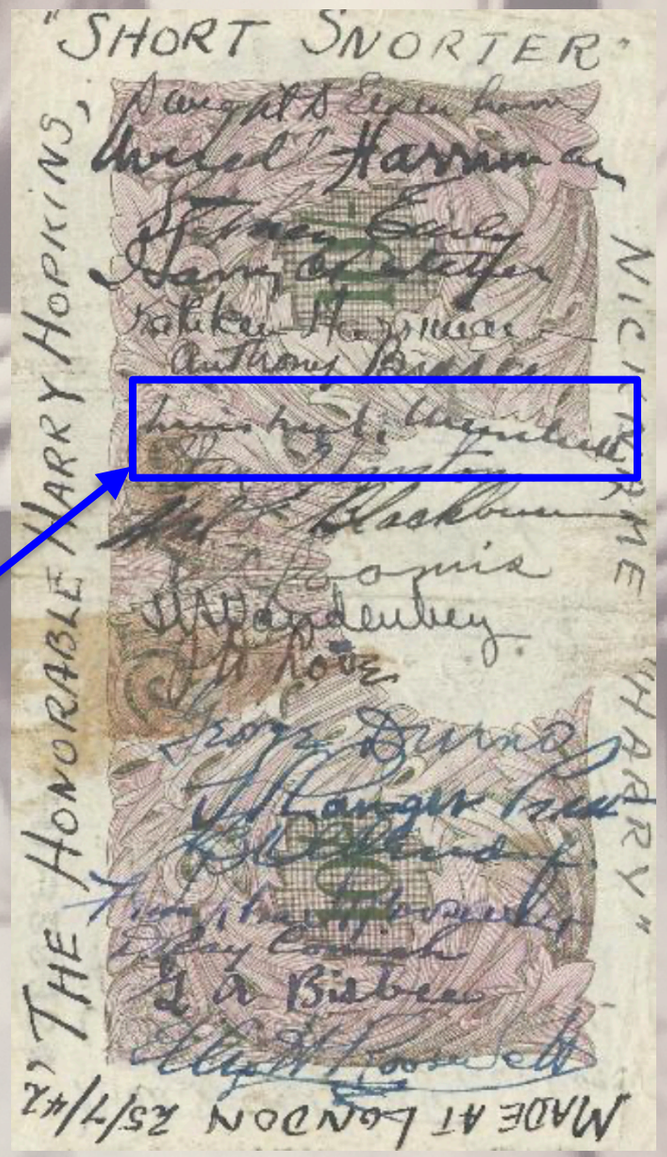


Dated 21 March 1944 - Text reads:

"Shall also be entitled to and receive from all Short Snorters, Golden Dragons, and Green Turtles one free noggin of grog as a measure of proper respect."

The Short Snorter Tradition Spreads to Other Countries

- British Commonwealth
  - United Kingdom
  - Canada
  - Australia
  - New Zealand
  - India
- China
- USSR
- Germany!

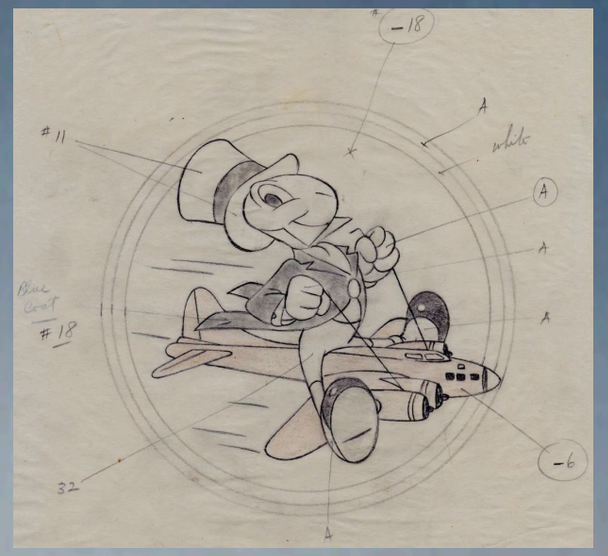


Winston Churchill
signed short snorter of Harry Hopkins, aide to F.D.R.

(Gary Schulze image)

Disney Supports the War Effort

Japanese Invasion Money ("JIM") short snorter with a doodle of *Mickey Mouse* wearing a "crush cap" piloting a B-24 Liberator with the tail insignia of the 90th Bomb Group "JOLLY ROGERS"



Disney nose art and squadron patches were popular with all branches of the services

IV. Lt. George J. Grimm, USNR
Short Snorter

Lt. George J. Grimm
U.S. Naval Reserve

US Naval Transport Pilot
WWII

Short Snorter

George Jensen Grimm was born on the family dairy farm in Arlington, WA, in 1918. He graduated from Arlington High School in 1937.

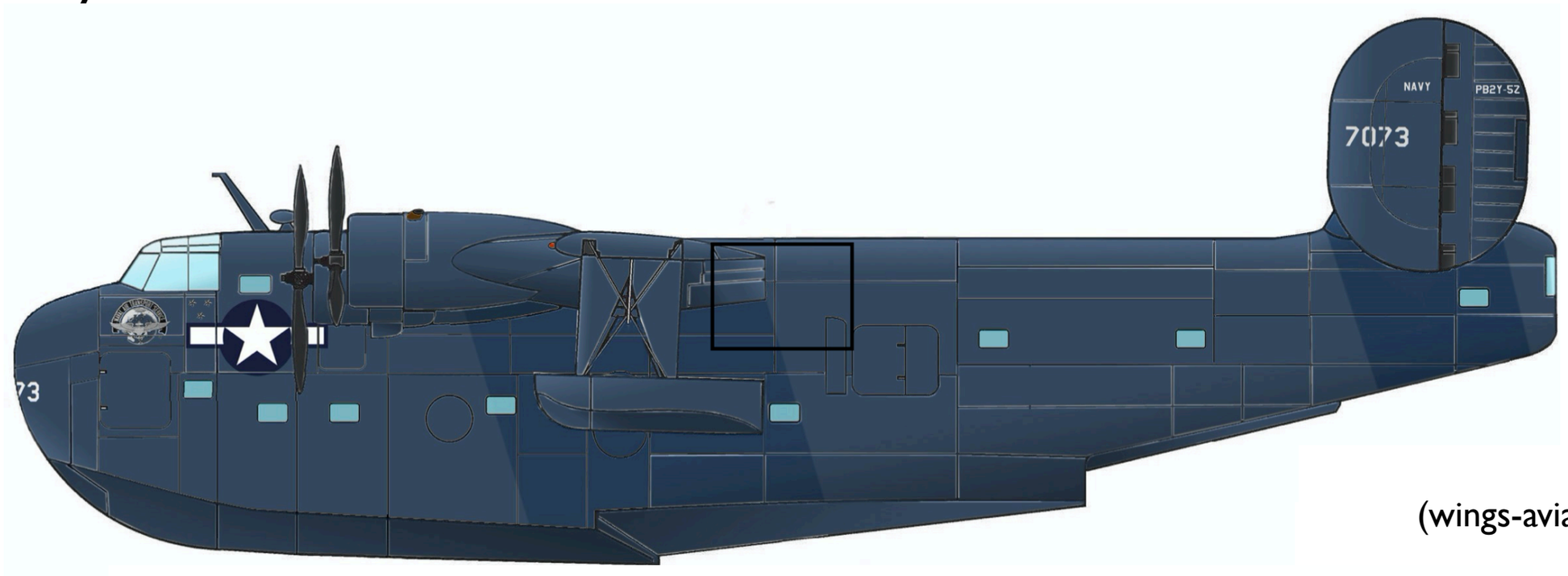
After studying at the Curtiss-Wright Technical Institute in California, he went to work for the Boeing Company in 1939 as a template and tool maker in the "Red Barn".

He joined the Falcon Flyers Flying Club soloing in a Piper Cub Model J3F at Galvin Flying Service, Boeing Field, Seattle, on November 7, 1941.

Shortly after the bombing of Pearl Harbor, George joined the Naval Reserve to become a naval aviator. He trained at several bases including NAS Pasco, WA, and NAS Corpus Christi, TX, where George learned to fly the Consolidated PBY-5A Catalina Flying Boat.

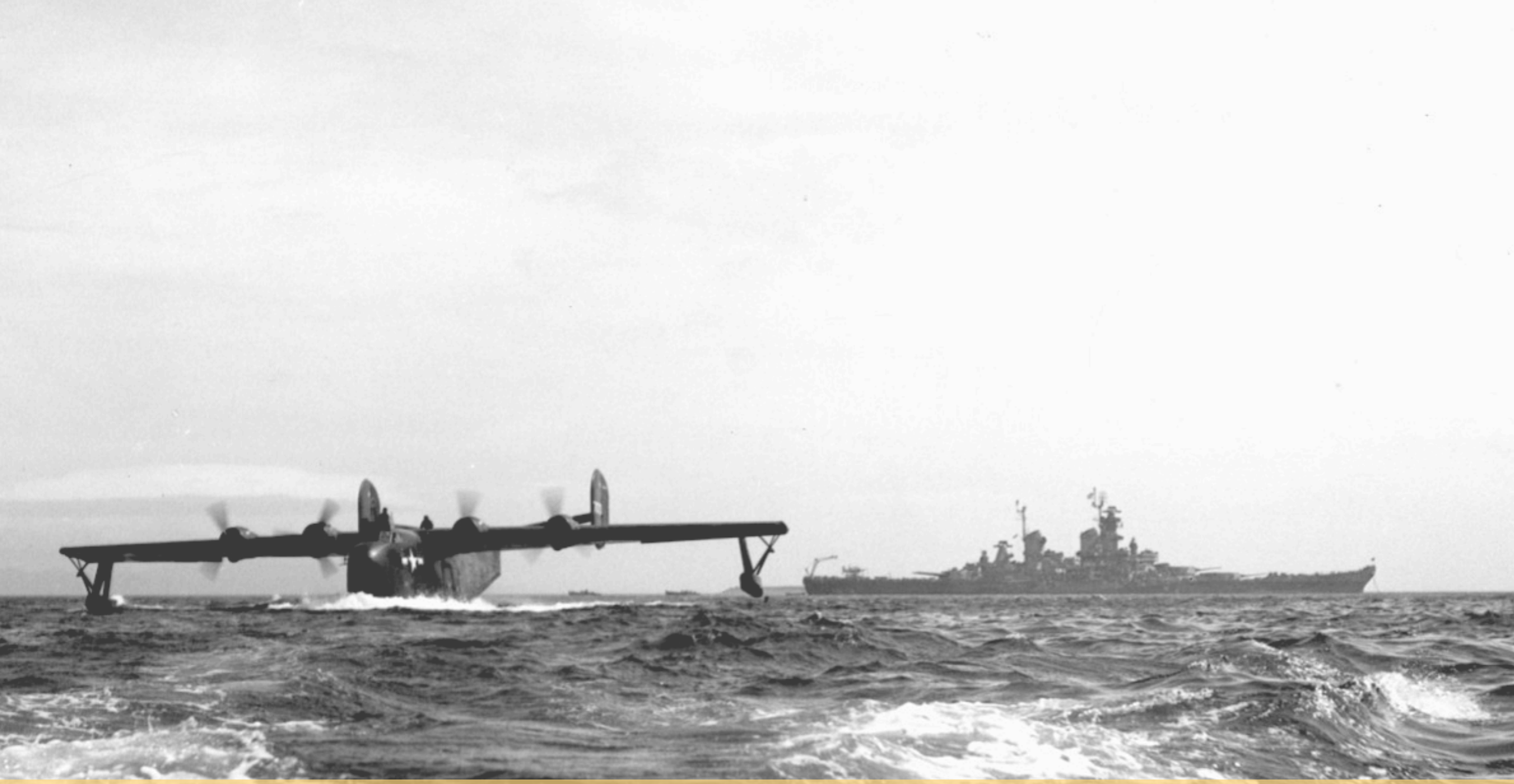
Once he received his pilot's wings, George was assigned to the U.S. Naval Air Transport Service (NATS) flying the Consolidated PB2Y Coronado Flying Boat with VR-2 Squadron in the Pacific Theatre of Operations.

In June of 1945 he joined Squadron VRJ-1 which was covetous duty as this group flew only admirals and other high-ranking VIPs and their staffs on special trips anywhere around the world.



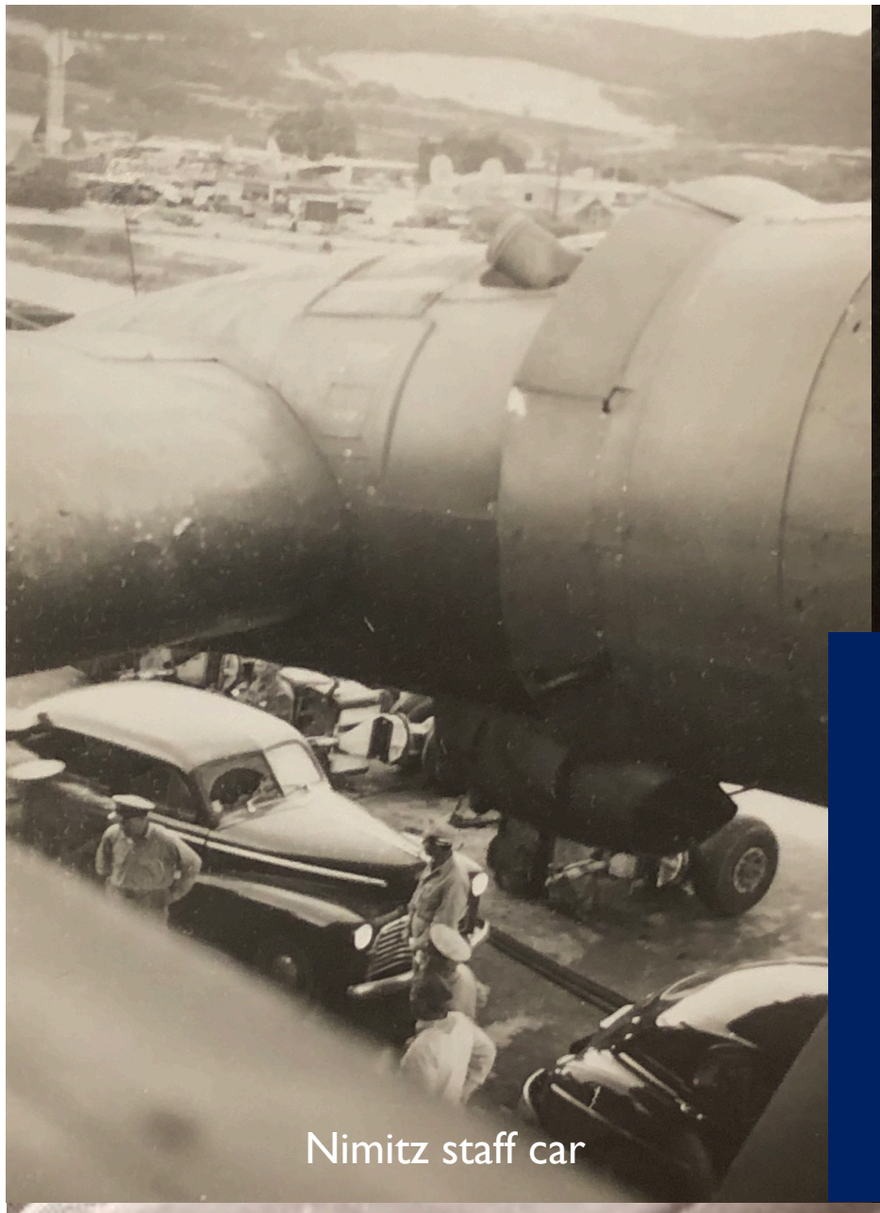
(wings-aviation.ch image)

PB2Y-5Z BuNo 7073 VRJ-1 VIP-transport

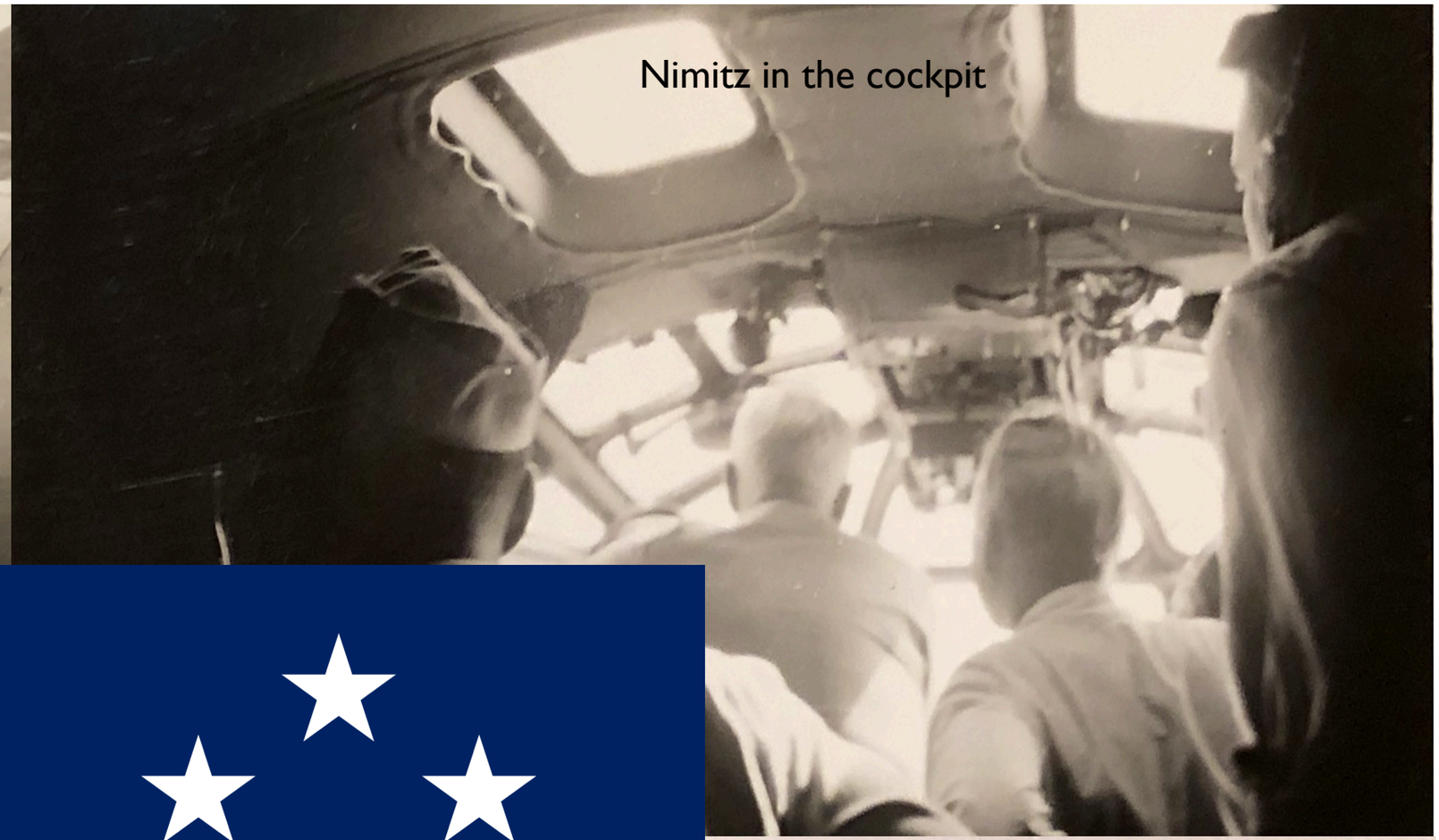


Fleet Admiral Chester W. Nimitz, U.S. Navy, Commander in Chief, Pacific, and Pacific Ocean Areas arrives at Tokyo Bay in a Consolidated PB2Y-5R Coronado seaplane, August 29, 1945, for the unconditional surrender of the Japanese Government. Battleship USS Missouri (BB-63), 3rd Fleet Flagship, is in the distance.

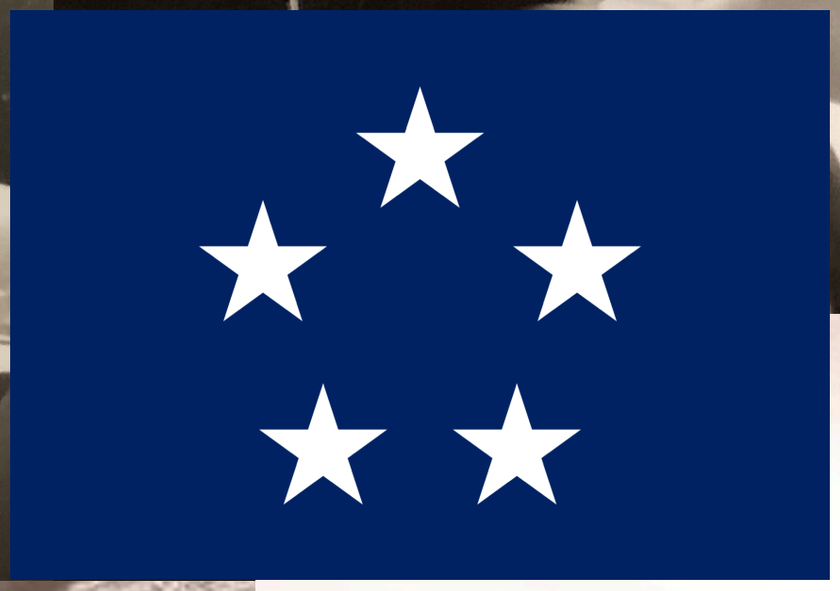
Lt. George J. Grimm, USNR, is First Pilot (right seat).

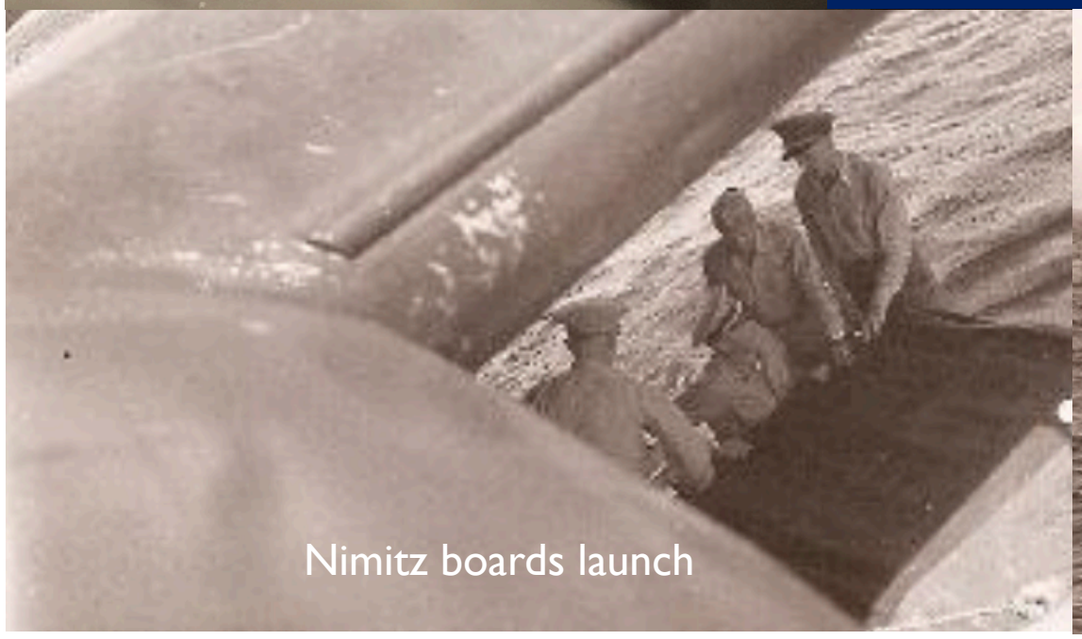


Nimitz staff car

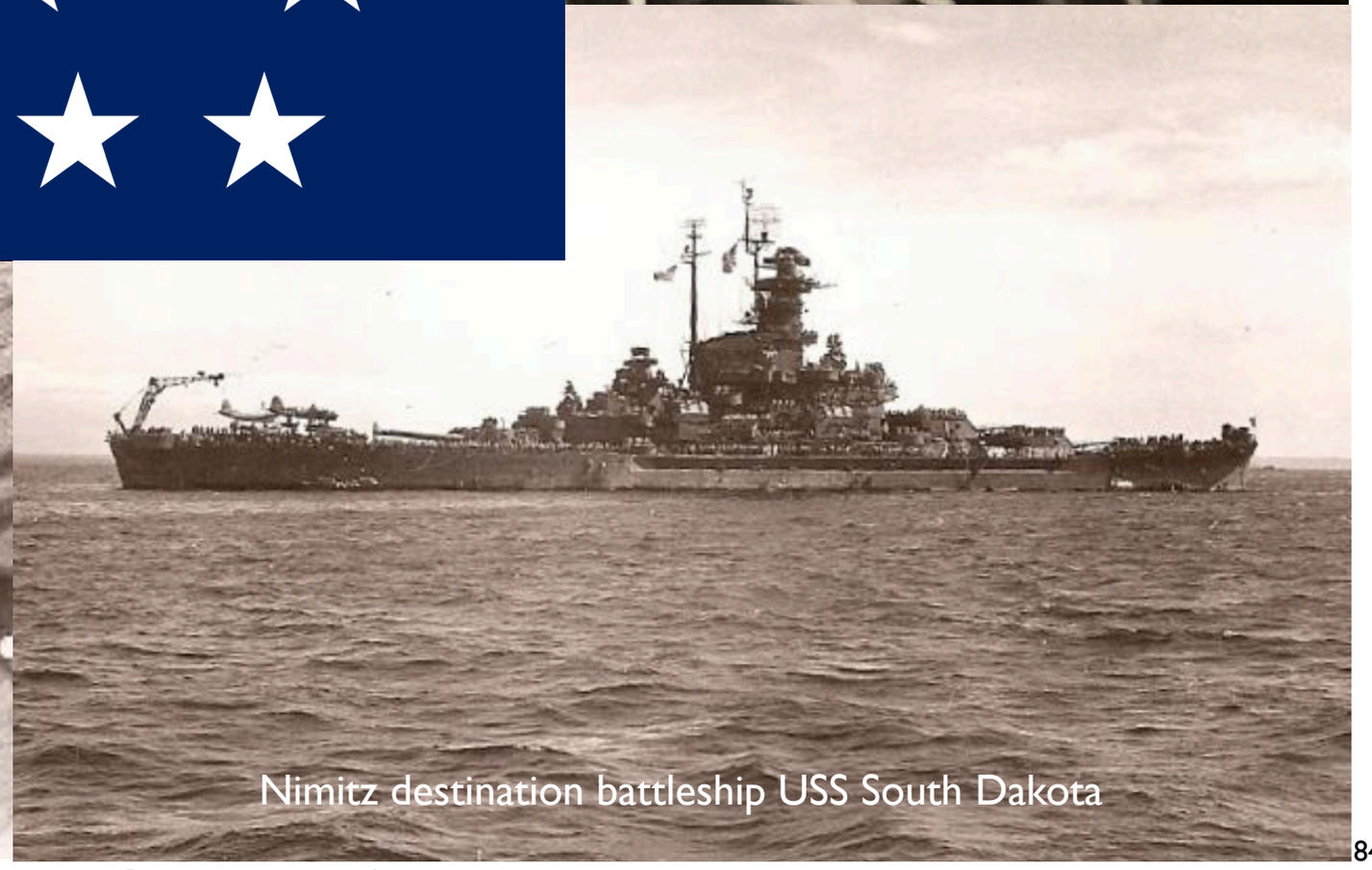


Nimitz in the cockpit





Nimitz boards launch



Nimitz destination battleship USS South Dakota

(George Grimm photos)

George J. Grimm short snorter Note #1

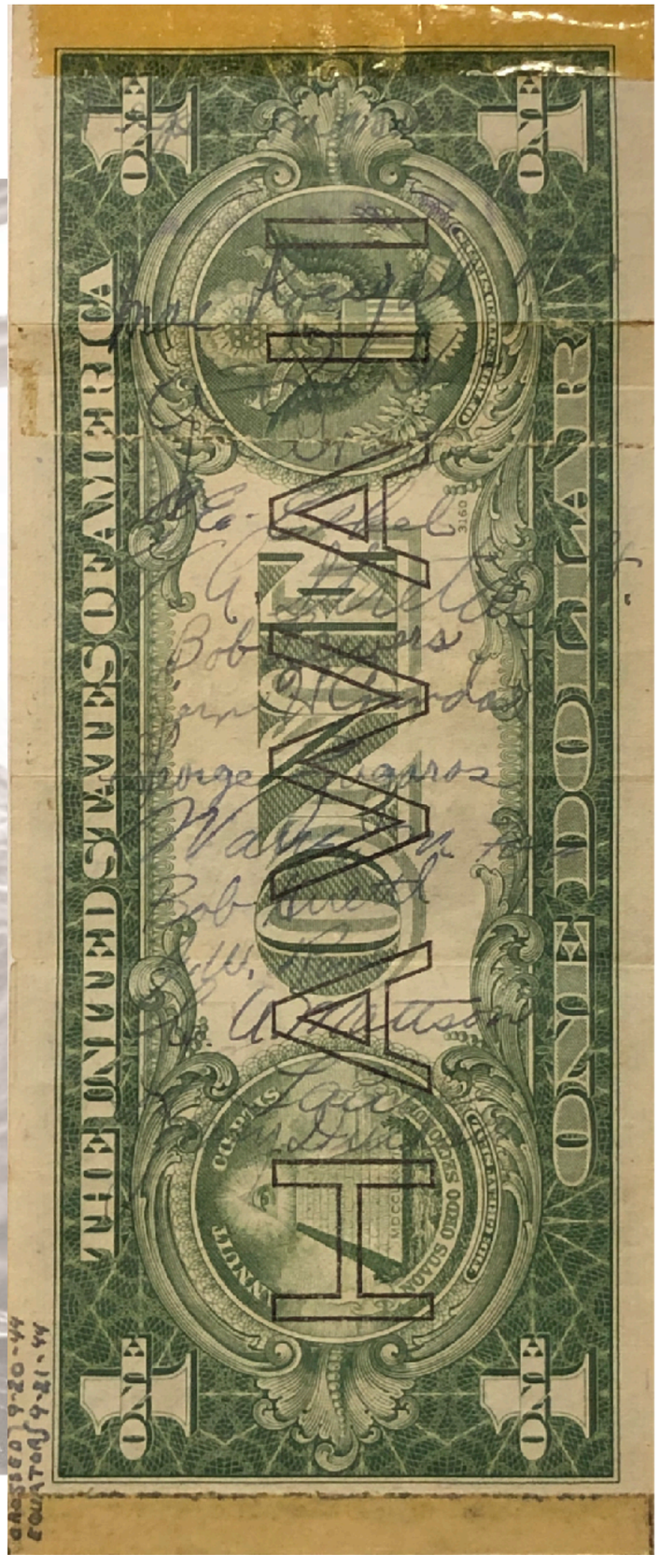
This note was presented to George Grimm by his first flight instructor, Art J. Bell, of Galvin Flying Service (Boeing Field, Seattle, WA). It was in recognition of George's first solo flight on November 7, 1941, in a "Piper Cub" Model J3F. There are also signatures on the front of fellow student pilots where were his friends in the flying club "Falcon Flyers". Others are flight instructors from Naval Air Station Pasco (WA). On the back are fellow pilots from Naval Air Transport Squadron VR-2 and passengers aboard the Consolidated PB2Y Coronado being flown from NAS Alameda (CA) to the South Pacific.

George J. Grimm short snorter Note #2

Short snorter signed by U.S. Marine Corps WW2 fighter ace and Medal of Honor recipient Major Joe Foss.

Joe Foss hitched a ride on September 21, 1944, at Manus, New Guinea, in the Admiralty Islands while on a morale tour of the South Pacific. He would later become Governor of South Dakota and a General in the South Dakota Air National Guard.

(George Grimm photo)



George J. Grimm short snorter Note #3

Signed by members of VRJ-1 Squadron and others

VRJ-1 squadron standing by for Captain's Inspection, NAS Honolulu, T.H. Dec. 21, 1945

(George Grimm photo)

George J. Grimm short snorter Note #4 - FRONT

Admiral Raymond Spruance, USN (Commander 5th Fleet in Japan. Promoted to CINCPACFLT at Pearl Harbor, HI.)

Admiral John Towers, USN - Picked up in San Diego, CA, then flown with staff officers to Tokyo Bay to replace Admiral Spruance on Nov. 3-5, 1945. Admiral Spruance was then flown back to Pearl Harbor via Wake Island Nov. 6, 1945

Raymond Spruance

John Towers

(wikipedia images)

George J. Grimm short snorter Note #4 - BACK

Fleet Admiral Chester W. Nimitz, USN
(CINCPACFLT)

ENROUTE SAIPAN TO TOKYO 29 AUG. 1945

B. F. "Lucky" Smith (Sqdn. Ops. Officer)

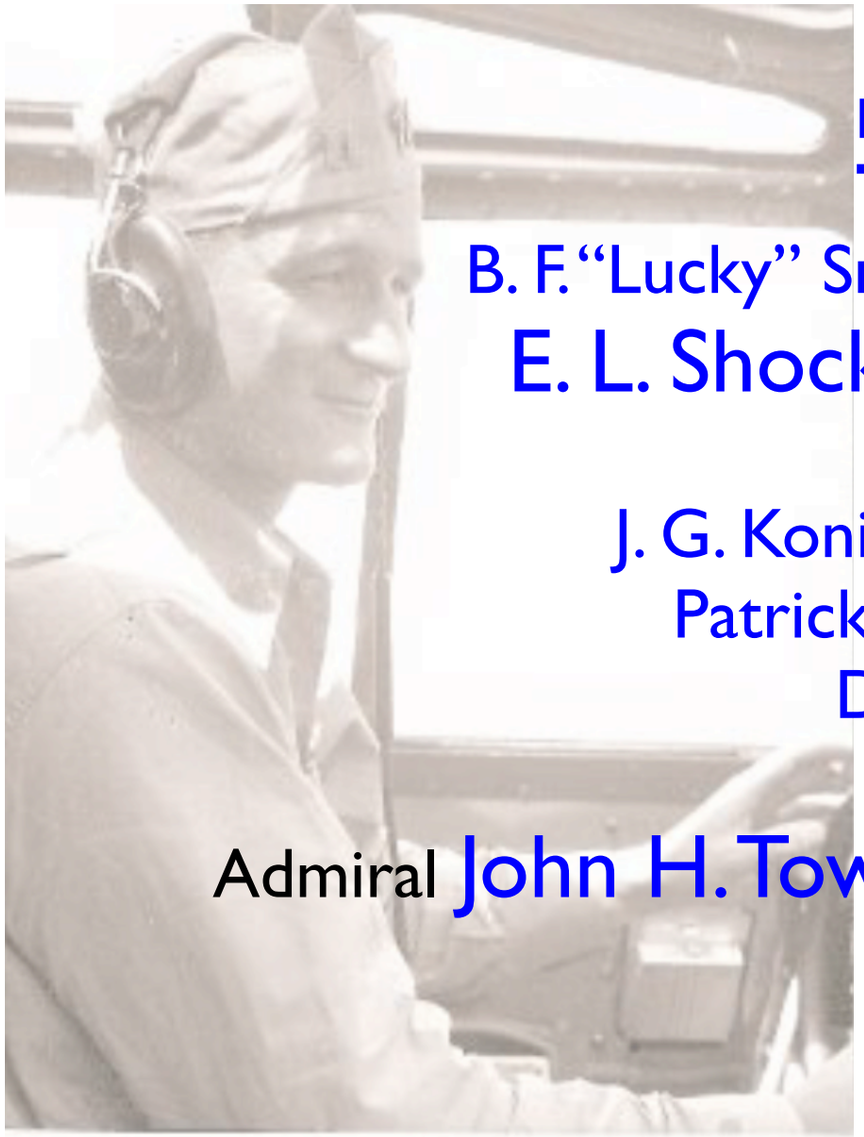
E. L. Shockey (Plane Commander)

J. G. Koniakowsky (1st Navigator)

Patrick Brescia (2nd Navigator)

Dan Bates (1st Mechanic)

Admiral John H. Towers, USN(DCINCPAC)



"Shock"

(George Grimm photo)

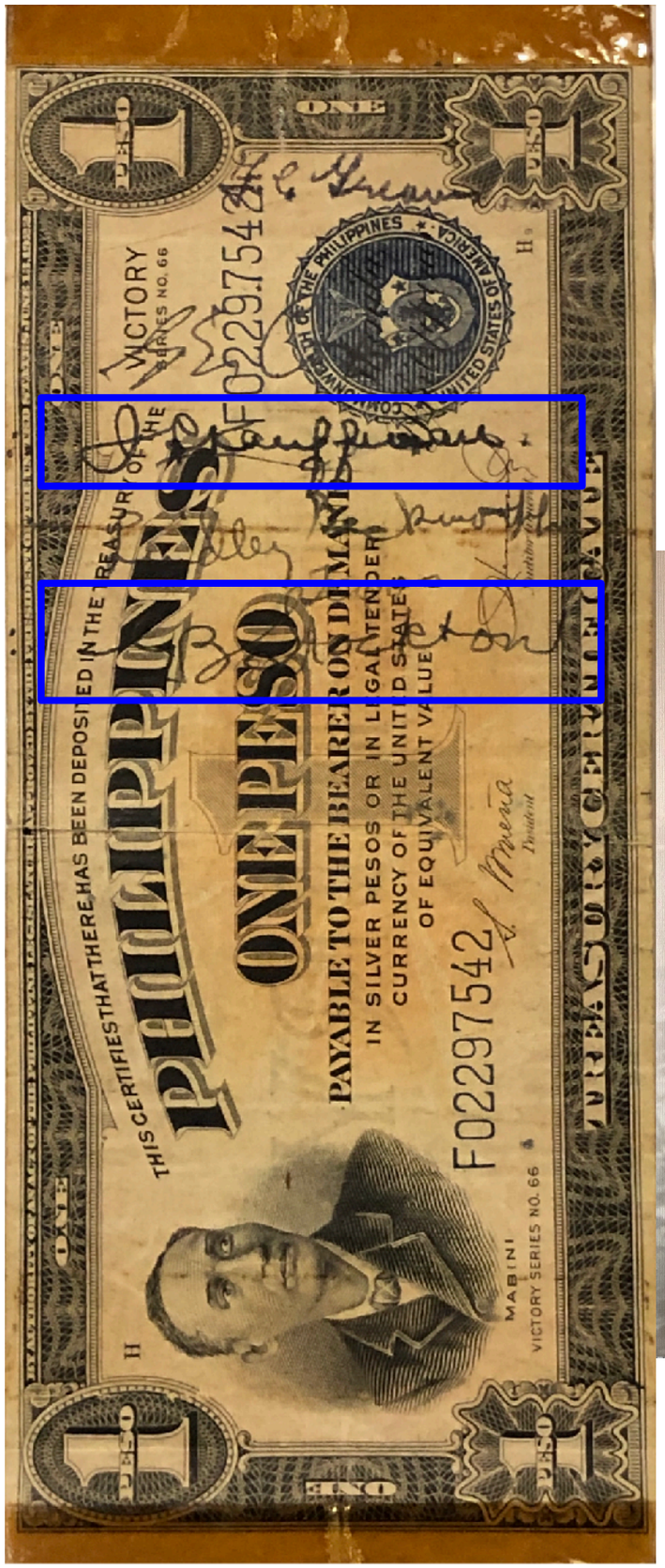
George J. Grimm short snorter Note #5

Admiral Nimitz and staff arriving back at Saipan after receiving the Japanese surrender.

(George Grimm photo)

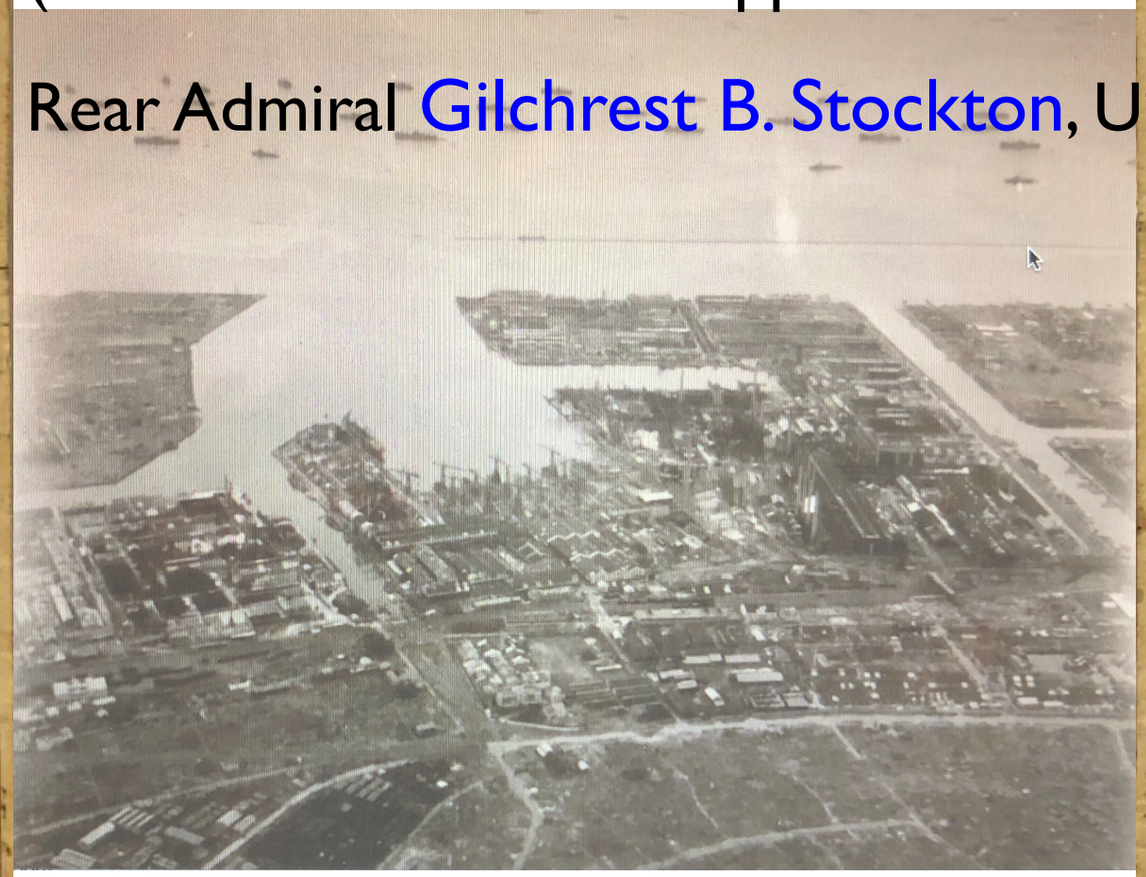
Vice Admiral Dewitt Clinton Ramsey

George J. Grimm short snorter Note #6



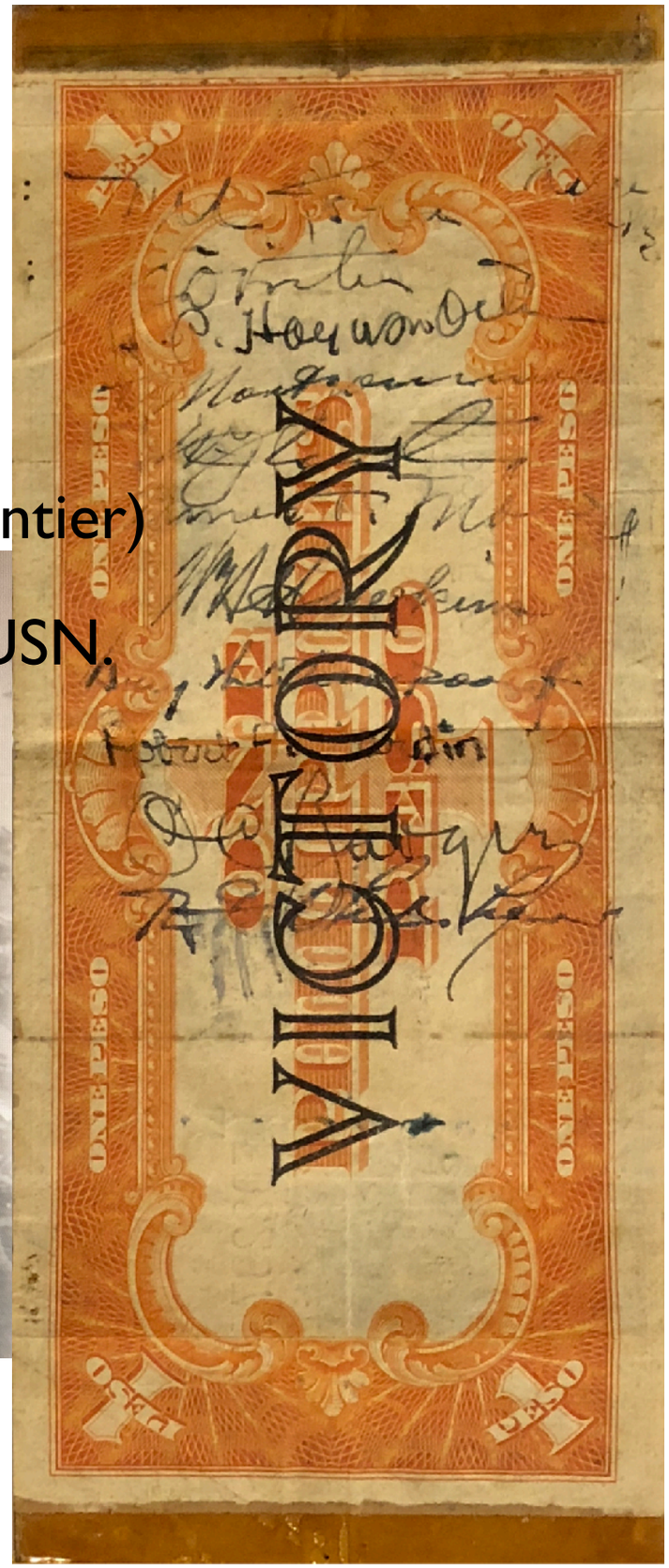
Vice Admiral James L. Kauffman, USN
(Commander of the Philippine Sea Frontier)

Rear Admiral Gilchrest B. Stockton, USN.

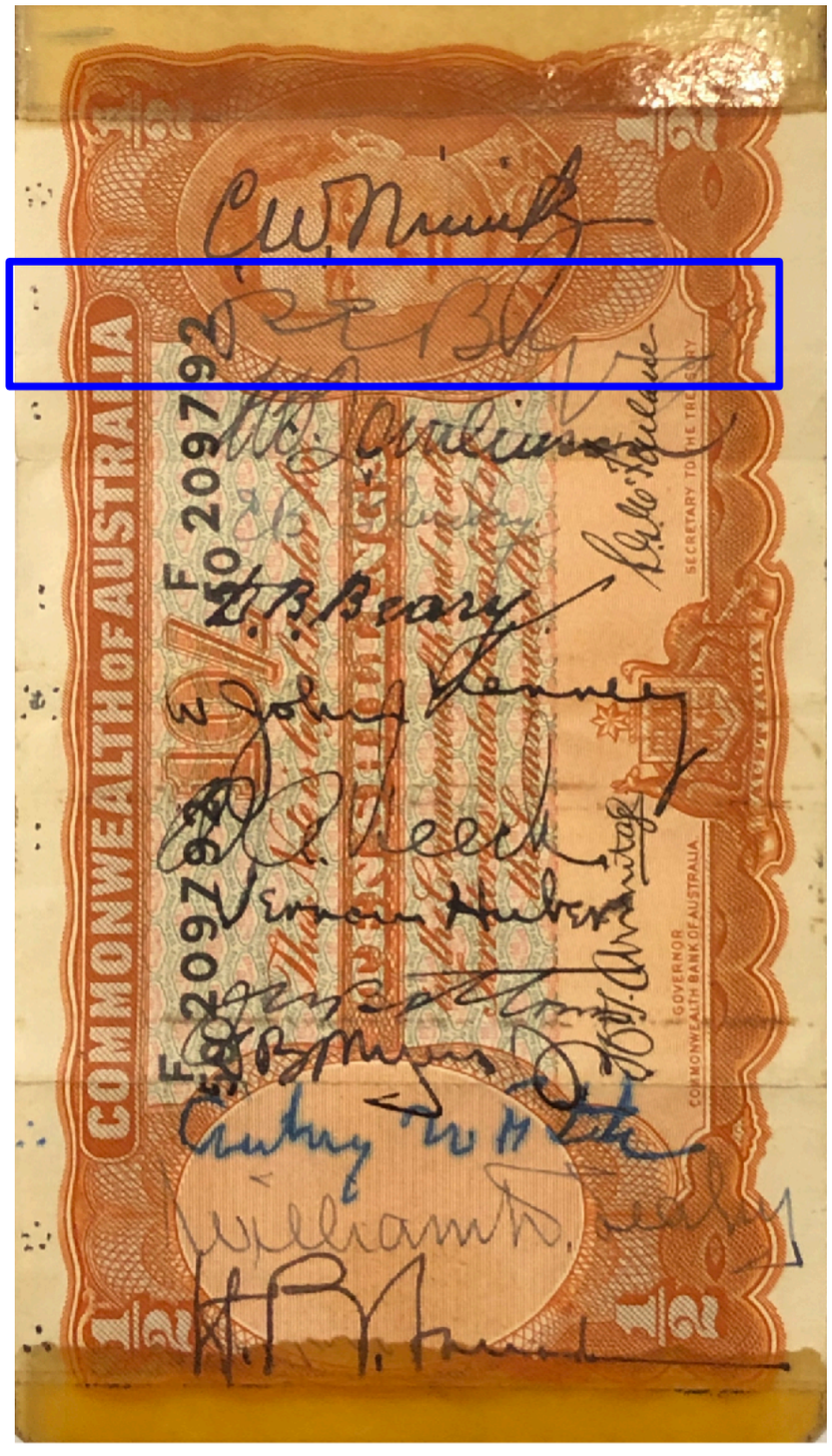


Yokosuka Navy Base
Tokyo Bay

(George Grimm photo)



George J. Grimm short snorter Note #7 - FRONT



Fleet Admiral Chester W. Nimitz, USN
(Chief of Naval Operations)
Rear Admiral Richard E. Byrd, USN
(Medal of Honor & famous polar explorer)
Rear Admiral William G. Tomlinson, USN
Rear Admiral Eugene B. Fluckey, USN
(Medal of Honor & Eagle Scout)
Rear Admiral Donald B. Beary, USN
W. John Kenney, (Asst Secretary Navy for Air Ops)
Rear Admiral Vernon Huber, USN
Rear Admiral John Bottom, USN
Vice Admiral Aubrey W. Fitch, USN
Fleet Admiral William D. Leahy, USN
Vice Admiral H. R. Amundson, USN

B-29 Bomber Flyover of Surrender Ceremony

(George Grimm photo)

George J. Grimm short snorter Note #7 - BACK

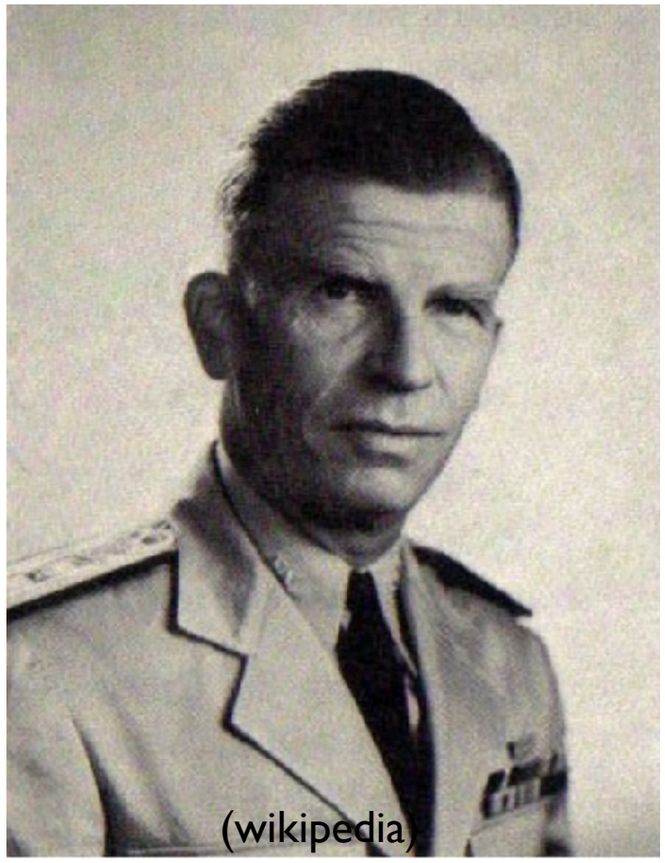
Brig. General J. H. Fellows, USMC

Richard W. "Dick" Johnston, UPI (United Press International) War Correspondent

Lt. George Grimm on the wing of his PB2Y Flying Boat in Tokyo Bay. British Battleship H.M.S. Duke of York is in the background.

(George Grimm photo)

George J. Grimm short snorter Note #8



Oscar C. Badger

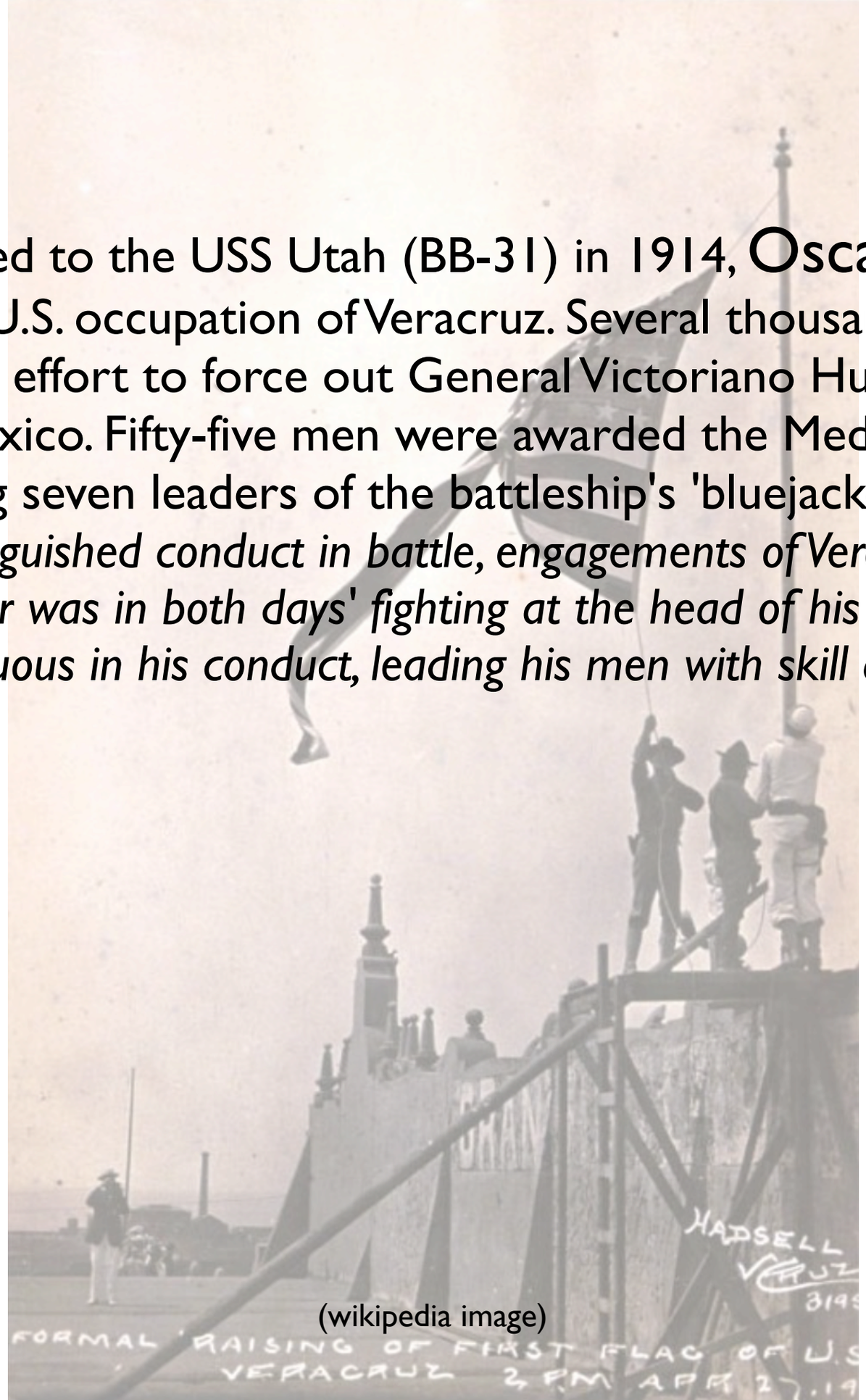
Lt. Colonel R.Y. Thornton, U.S. Army
(later Oregon Attorney General)

J.F. Cooper

Vice Admiral Oscar C. Badger, USN
(Medal of Honor)

Congressional tour of Far East Asia - 1946

As an ensign assigned to the USS Utah (BB-31) in 1914, Oscar C. Badger II participated in the U.S. occupation of Veracruz. Several thousand American troops landed, in an effort to force out General Victoriano Huerta, who had seized power in Mexico. Fifty-five men were awarded the Medal of Honor for this action, including seven leaders of the battleship's 'bluejacket battalion'. Badger was cited, "*For distinguished conduct in battle, engagements of Vera Cruz, 21 and April 22, 1914. Ens. Badger was in both days' fighting at the head of his company, and was eminent and conspicuous in his conduct, leading his men with skill and courage.*"



(wikipedia image)

George J. Grimm short snorter Note #9 - FRONT

Rear Admiral Thomas G.W. Settle, USN
(Early US Navy balloonist, won Intl. Balloon Race 1932.
Pilot of airships USS Shenandoah and USS Los Angeles)

Rear Admiral Clifford A. Swanson, USN
(Surgeon General)

George J. Grimm

Members of House Agricultural Committee
Congressional tour to China in 1946:
William R. Poage (TX) Anton J. Johnson (IL)
John E. Fogarty (RI) Ross Rizley (OK)
Gordon Canfield (NJ) Harold D. Cooley (TN)

(George Grimm photo)

On August 25, 1927, Thomas G. W. Settle happened be the senior officer on board USS Los Angeles when the airship, tied to a mooring mast, literally "stood on its nose". At 13:29 a sudden cold weather front hit Los Angeles; the resulting increase in the buoyancy of the airship, warmed by sunlight, pushed it upward. The tail freely went up while the nose remained tied to the tower. Settle requested Rosendahl's permission to disengage from the tower, but the captain "saw no need for it". Winds threw the tail further upward; Settle sent the men into the tail, but Los Angeles kept rising until reaching a nearly vertical (88 degrees) nose-down position. The airship slowly rotated back; Settle called his men back and released aft balance, saving Los Angeles from a tail-first impact.

(Wikipedia - US Naval Historical Center images)

George J. Grimm short snorter Note #9 - BACK

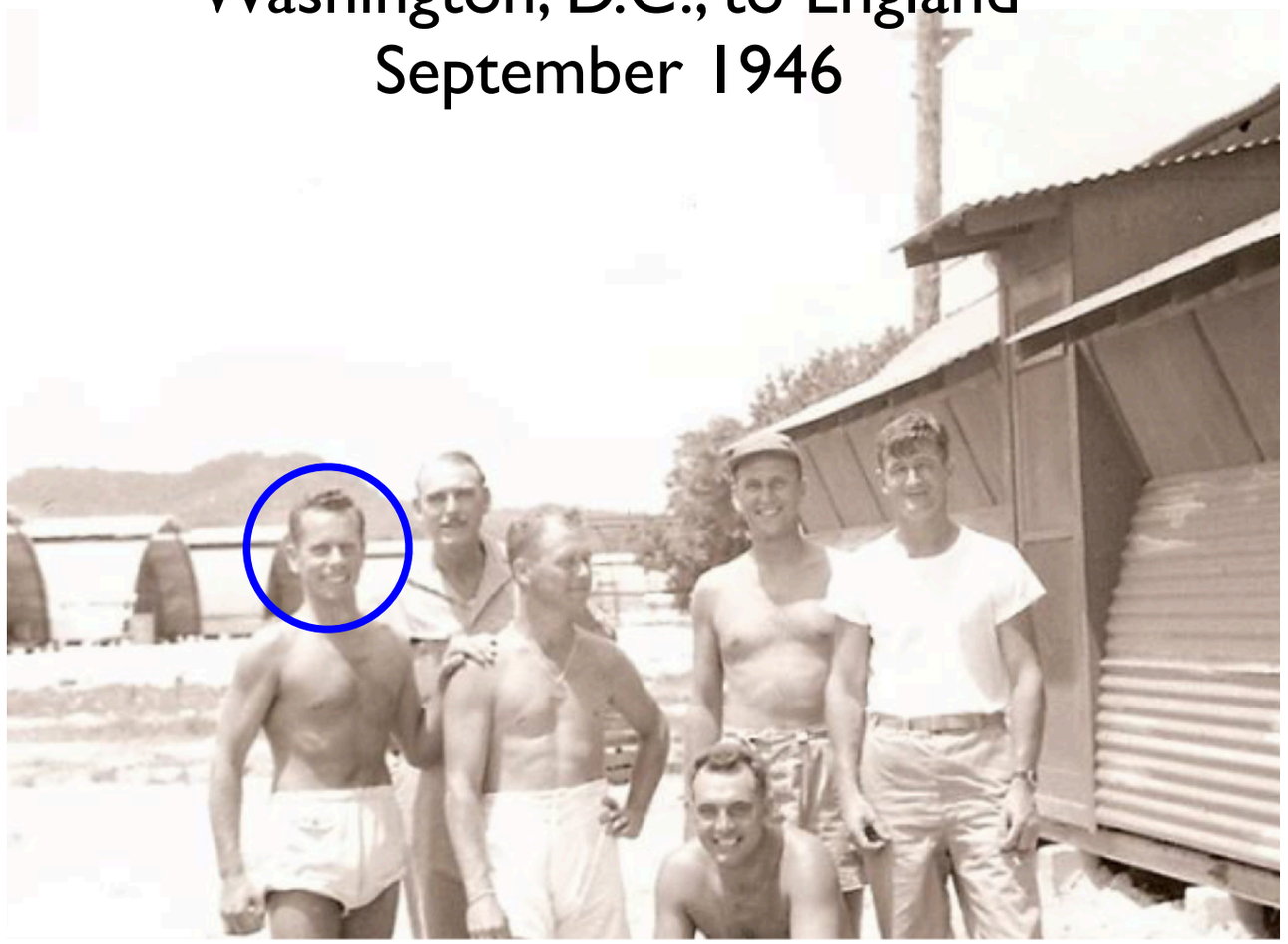
Signed by Lt. General Chien Shih Tu
(Chinese Nationalist Army)
General Albert C. Wedemeyer, US Army
(Commander China Theatre)
Cdr. Paul Whitehead, USN
Chang Ting-Noh (Mayor of Tientsin, China,
and 4-star rank in Chinese Army)
Admiral Charles M. Cooke, USN
(Commander 7th Fleet)

George J. Grimm

(George Grimm photo)

George J. Grimm short snorter Note #10

Rear Adm. Matthias Bennett Gardner, USN
Washington, D.C., to England
September 1946



Relaxing on the beach and waiting for orders. George J. Grimm is far left.

(George Grimm photo)

Darigold truck, Grimm farm, Arlington, Washington - 1961
(Dorothy Grimm Carroll image)

Mr. and Mrs. George Grimm with sons Bobby and Bruce and "The Admiral"

(George Grimm photo)

SILVANA— FROM "THE ARLINGTON TIMES" AUG, 1960

George Grimm, Former Navy Pilot Pays Visit to Admiral Nimitz

Mrs. Irene Vognild, corr.
GE 5-2462

Mr. and Mrs. George Grimm and sons, Bobby and Bruce, motored to California and spent the last two weeks in August visiting and sightseeing. They visited with Mr. and Mrs. John Grimm and family at Hayward, and also were guests of several Navy families in the southern state. They also had the privilege to call on Fleet Admiral and Mrs. Chester Nimitz in San Francisco, where they toured their beautiful home and garden. Admiral Nimitz recently celebrated his 75th birthday. Durng World War II, Mr. Grimm piloted the plane which flew Admiral Nimitz into Tokyo Bay for the Surrendering Ceremonies aboard the U.S.S. Missouri. During their visit to the Nimitz home, the Admiral presented Mr. and Mrs. Grimm an autographed picture taken at the Surrendering Ceremonies. He also presented Bobby and Bruce an autographed picture of himself. These will be valuable possessions for the Grimm boys in the future when they study American History. During their stay in California, they visited Disneyland and Knott's Berry Farm. They also stopped at Richmond, where they visited with Mr. and Mrs. John Smalls. Mrs. Smalls was Mrs. Grimm's bridesmaid. They returned home the first of September, following a pleasant and restful vacation.

THE NIMITZS' ASKED US ALL TO SIGN THEIR GUEST REGISTER

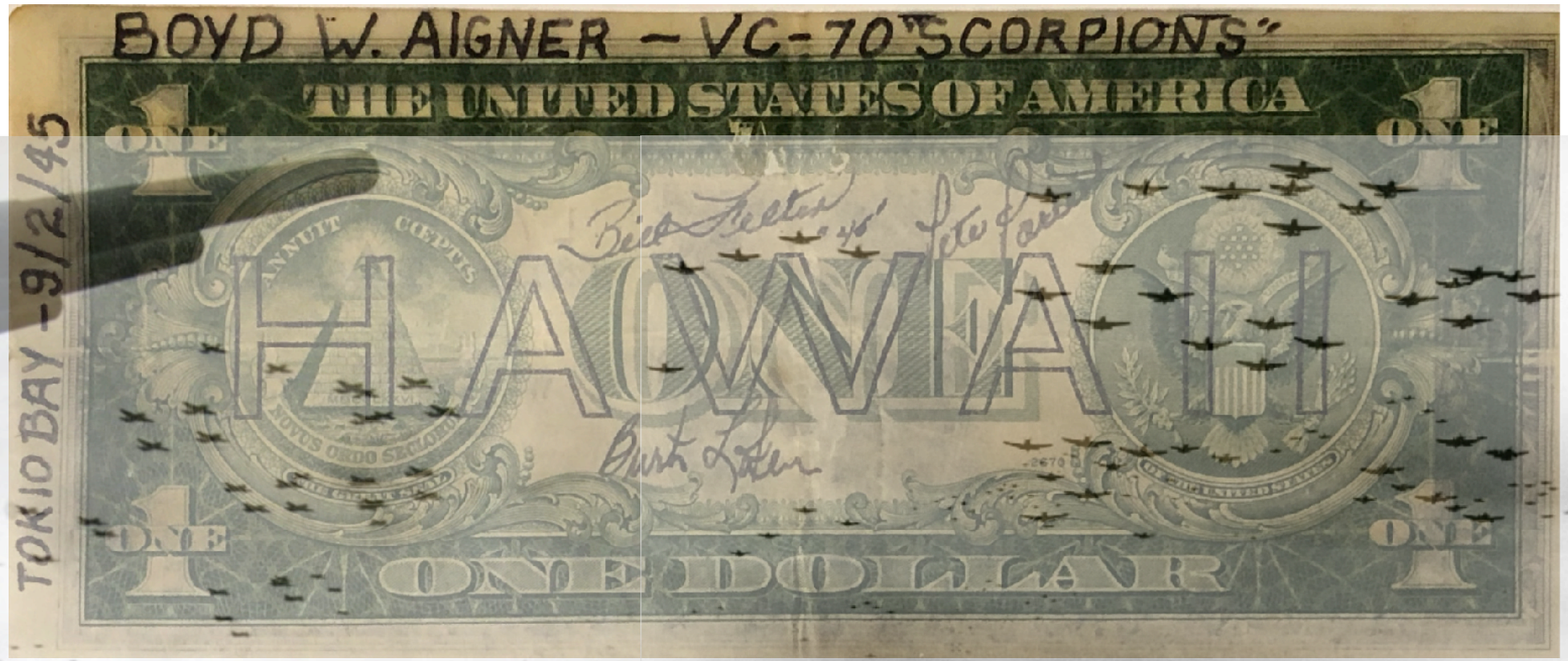
The inscription below the picture reads, "To George Grimm - with best wishes - and great appreciation of your contribution to the war effort in the Pacific which made possible the above scene."

C.W. Nimitz, Fleet Admiral USN

To George Grimm - with best wishes - and great appreciation of your contribution to the war effort in the Pacific which made possible the above scene -

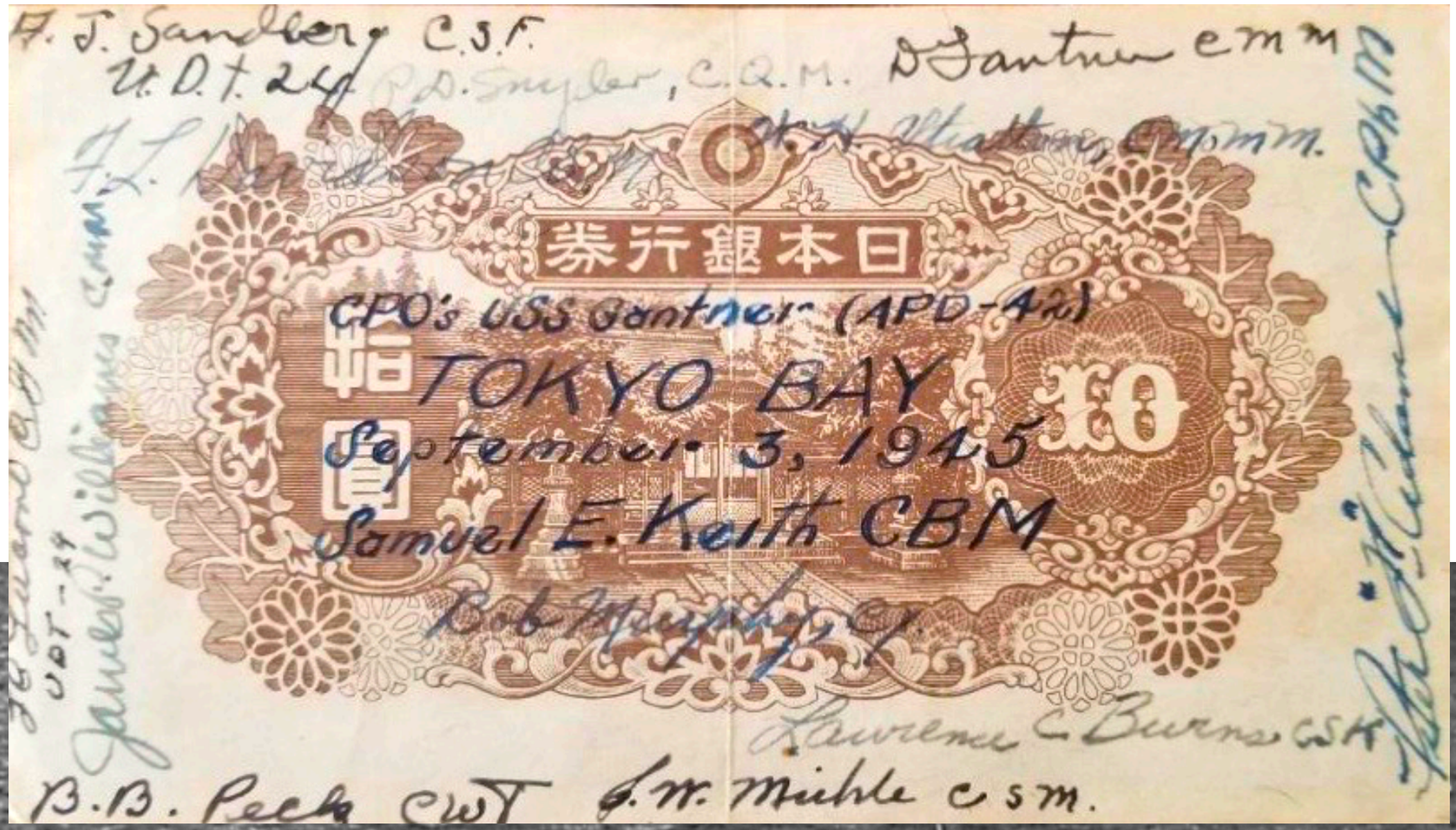
C.W. Nimitz, Fleet Admiral USN

Boyd W. Aigner served with composite squadron VC-70 "SCORPIONS" as a Grumman TBF Avenger Turret Gunner. He flew over TOKIO BAY - 9/2/45 from the carrier escort USS Salamaua (CVE-96). 450 carrier planes from the Third Fleet passed in formation over the battleship USS Missouri during the Japanese surrender ceremony. A few minutes later, Army Air Forces B-29 bombers flew by. This noisy demonstration underscored the power that had brought Japan and the Allies to this time and place.



(Naval Historical Society images)

Snorter signed by US Navy CPOs in Tokyo Bay for Surrender of Japanese on September 3, 1945



USS Gantner was converted to a high speed transport (APD-42) in the New York Naval Shipyard. Gantner departed New York 14 May 1945 for amphibious warfare landing exercises in the Chesapeake Bay area until 2 June, then proceeded via the Panama Canal and San Diego to Pearl Harbor where she reported for duty with the 5th Amphibious Force, U.S. Pacific Fleet on 28 June. After training underwater demolition teams in Maalea Bay until 3 August, she embarked UDT-3 at San Diego and sailed for the Far East via Hawaii and the Marshall Islands to Japan, entering Tokyo Bay 3 September. Her frogmen reconnoitered beaches and reported on suitability of landing Army occupation forces at Shiogama Wan and Ominato Ko, Honshu, Japan.

(wikipedia image)

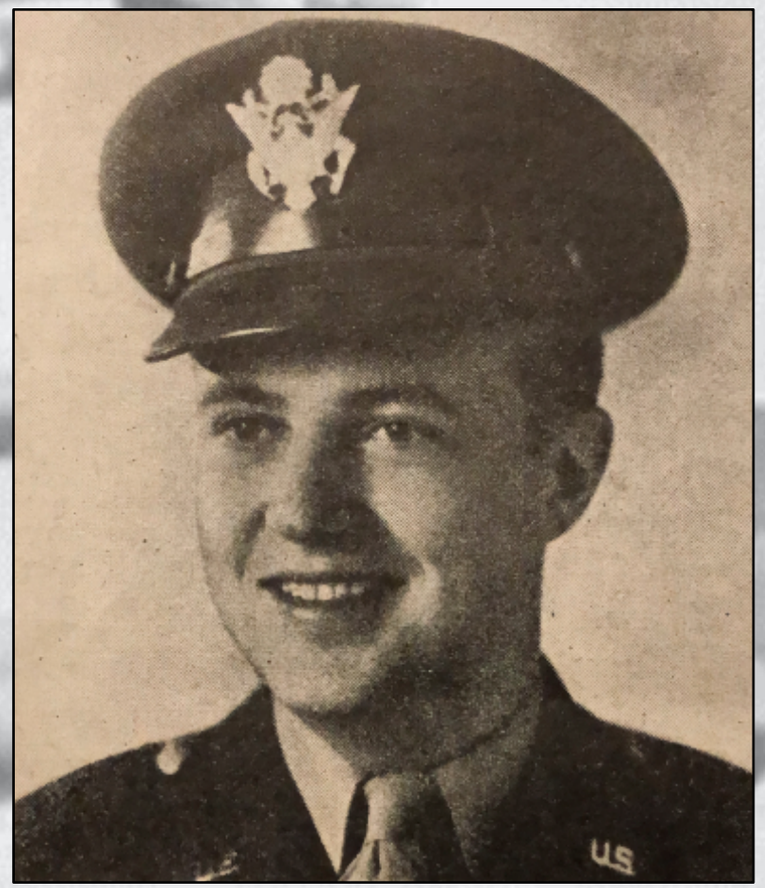
V. Captain George E. Richards, USAAC
Short Snorter

Captain George E. Richards
U.S. Army Air Corps

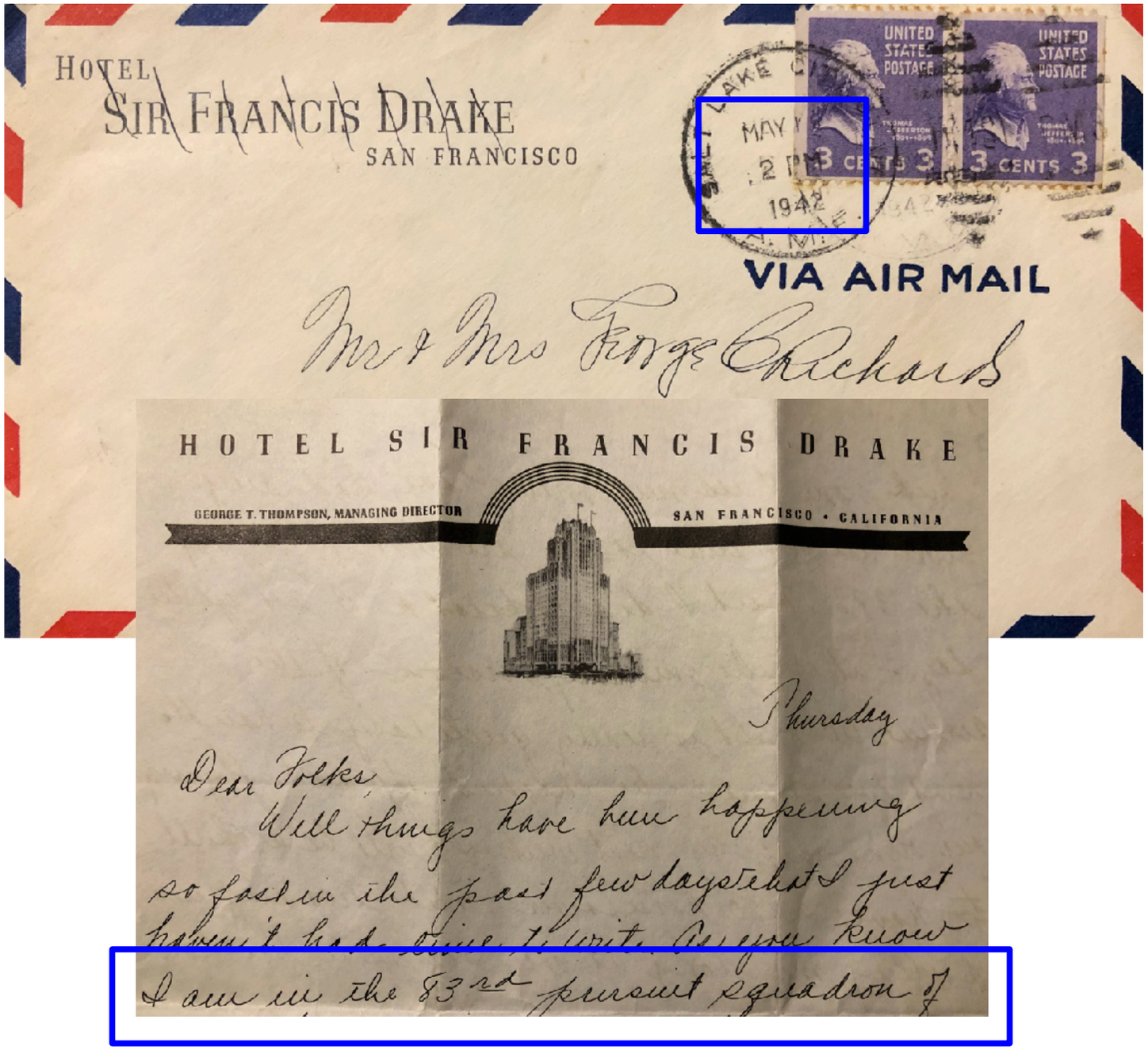
P-38 Pilot WWII

Distinguished Flying Cross
Air Medal with 7 Oak Leaf Clusters
Purple Heart

Short Snorter



George Edward Richards was the only child of Mr. and Mrs. George C. Richards of Forest Hills, New York. In May 1942, he became one of the first pilots in the newly formed 83rd Pursuit Squadron of the 78th Pursuit Group flying the Lockheed P-38 Lightning and stationed at San Francisco Municipal Airport.


HOTEL
SIR FRANCIS DRAKE
SAN FRANCISCO

UNITED STATES POSTAGE 3 CENTS 3

VIA AIR MAIL

Mr & Mrs George Richards

HOTEL SIR FRANCIS DRAKE

GEORGE T. THOMPSON, MANAGING DIRECTOR

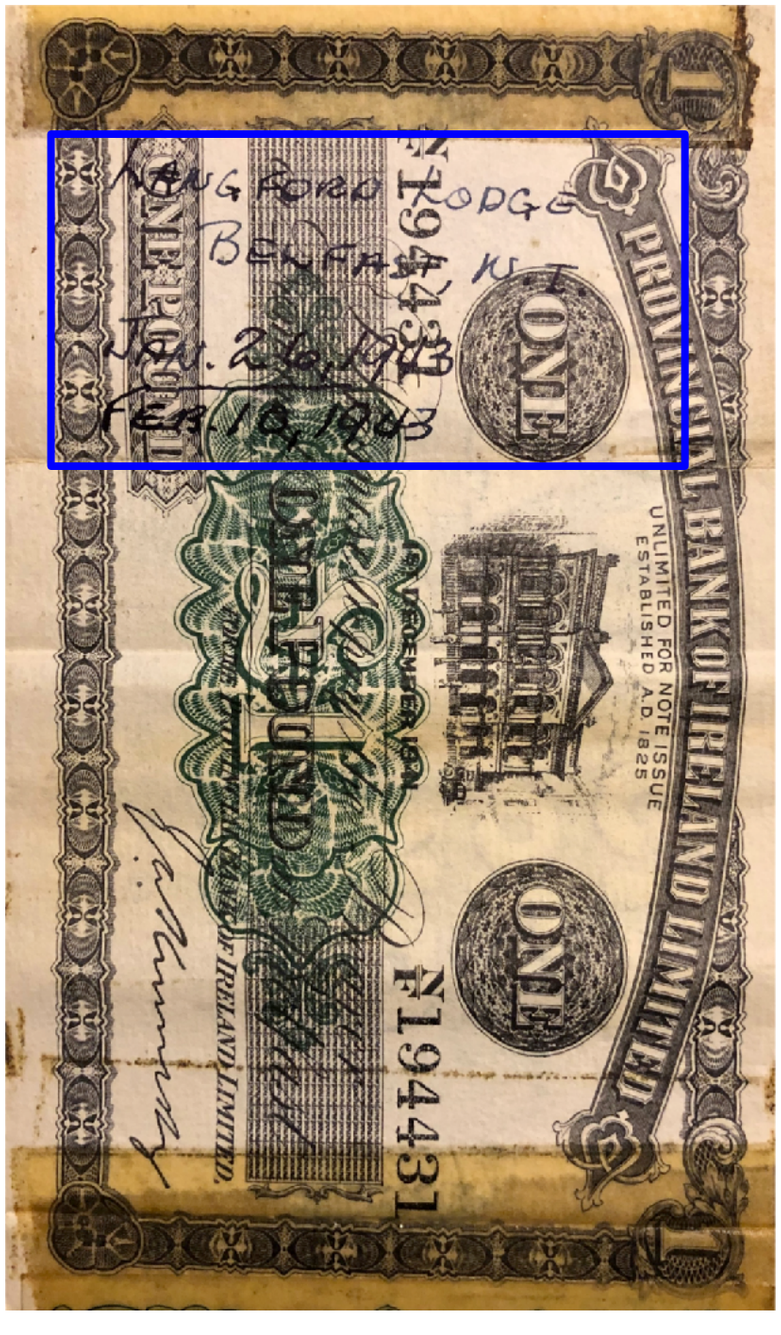
SAN FRANCISCO • CALIFORNIA

Thursday

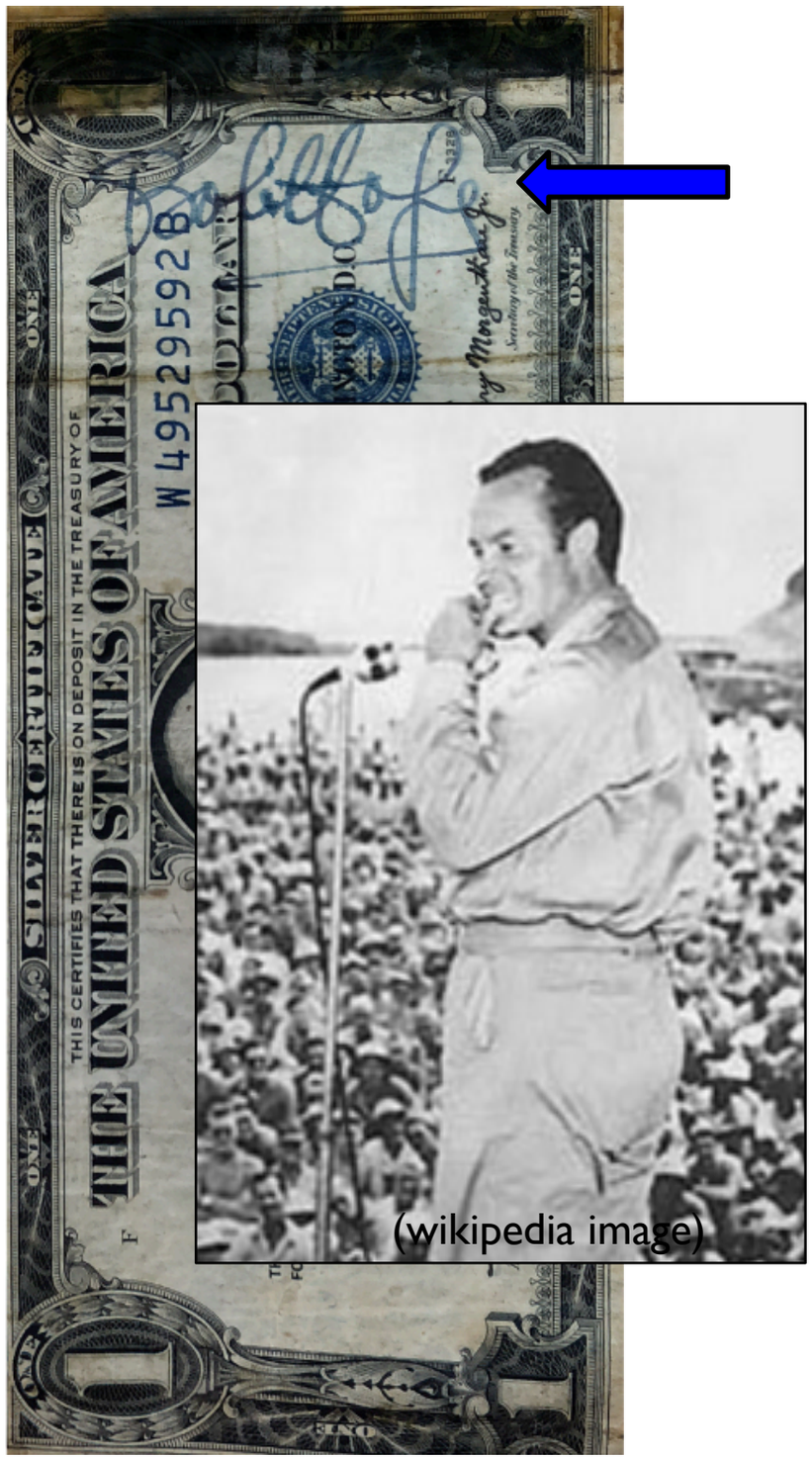
Dear Folks,

Well things have been happening so fast in the past few days that I just haven't had time to write. As you know I am in the 83rd pursuit squadron of

He sailed for England on the H.M.S. Queen Elizabeth landing at Glasgow Nov. 30, 1942. He arrived at Goxhill, England, on Dec. 1, 1942, where he was attached to the 83rd Fighter Squadron of the 78th Fighter Group. He was at Langford Lodge, Belfast, N.I., Jan. 26 - Feb. 10, 1943, at the US Army Air Forces air depot.



In March of 1943, he participated in multiple missions to ferry P-38s from Portreath, England, to Casablanca, North Africa.
He met Bob Hope at a USO Camp Shows tour in Casablanca.

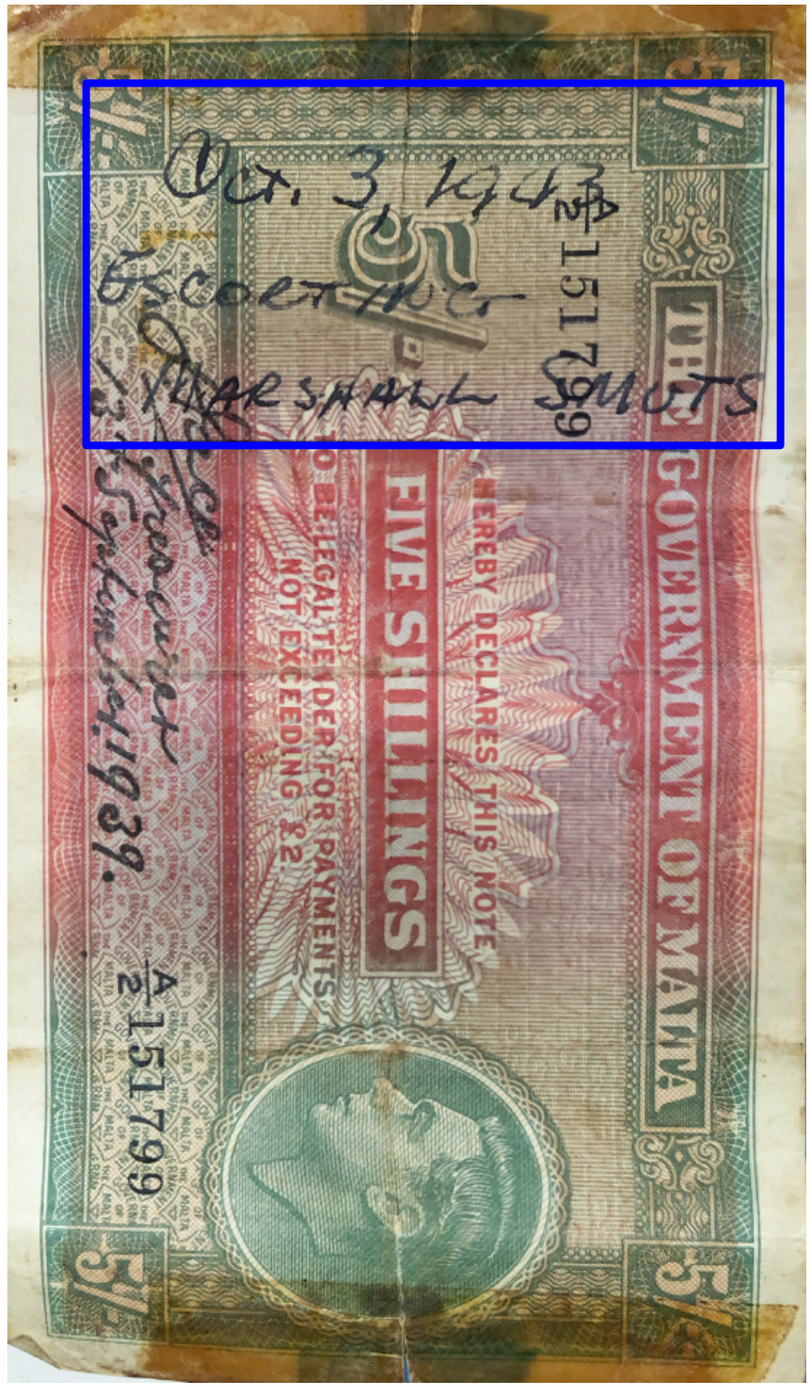


(wikipedia image)

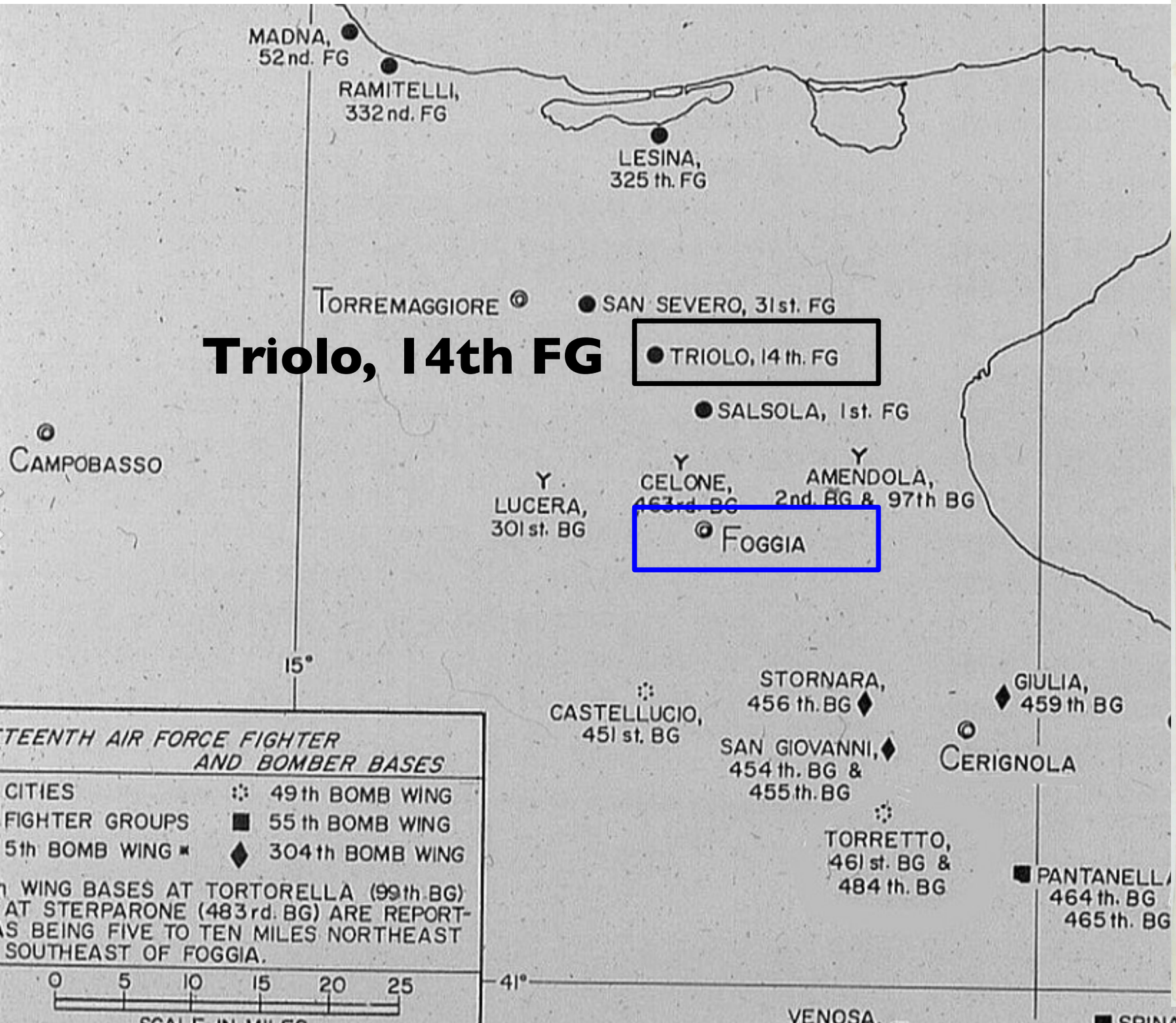
On May 23, 1943, he was assigned to the 48th Fighter Squadron of the 14th Fighter Group stationed at Talergma, Tunisia. On Oct. 3, 1943, he flew fighter escort for Field Marshall Jan Christiaan Smuts of South Africa.

(wikipedia image)

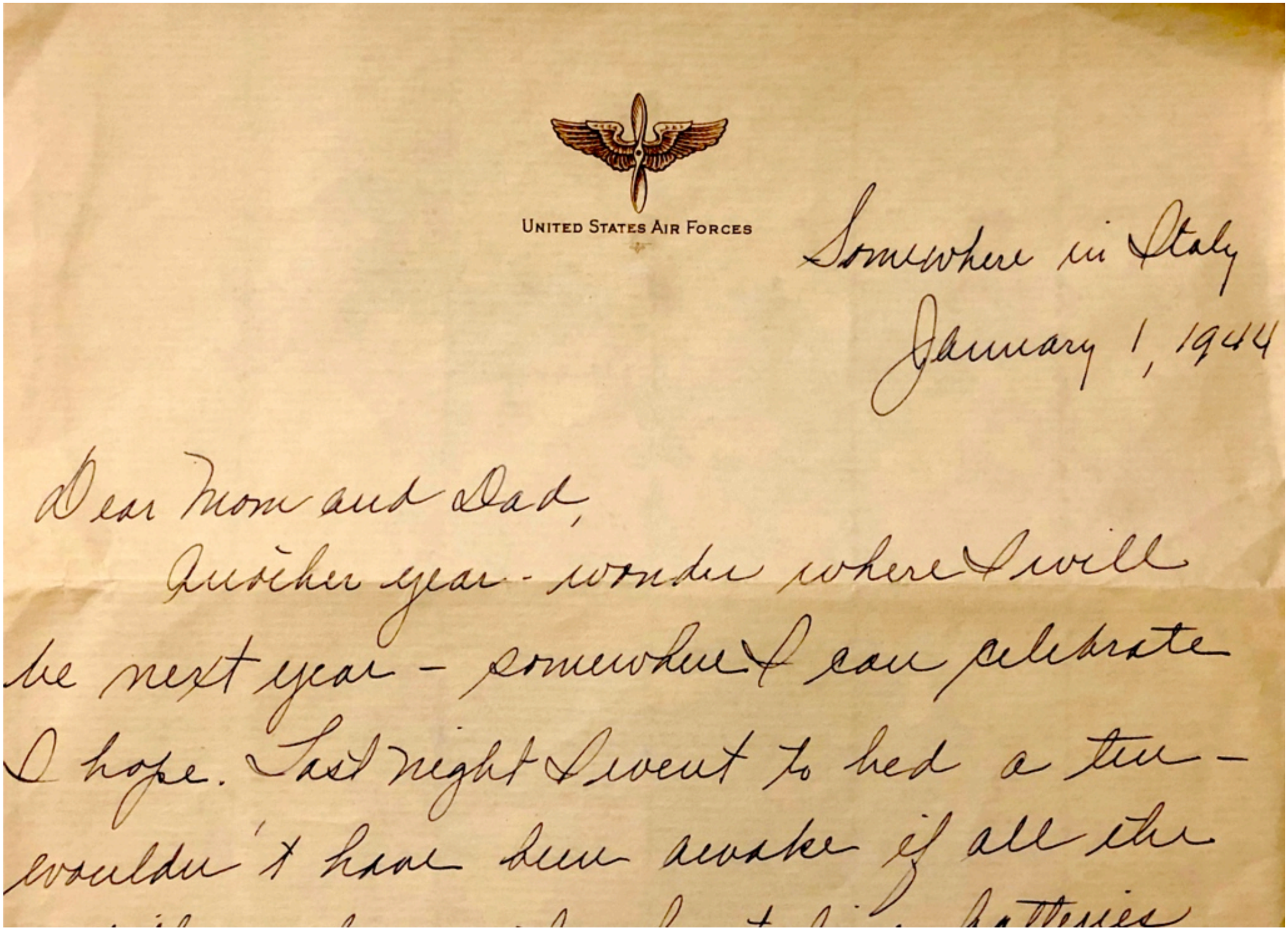
Field Marshall
Jan Christiaan Smuts
PC, OM, CH, DTD,
ED, KC, FRS
(24 May 1870 – 11 September 1950)



Captain Richards made several trips to Foggia, Italy, in Oct. 1943, and moved to Foggia Dec. 11, 1943, with the 14th Fighter Group.



George E. Richards wrote his last letter home on New Years Day, January 1, 1944, from "Somewhere in Italy".


UNITED STATES AIR FORCES

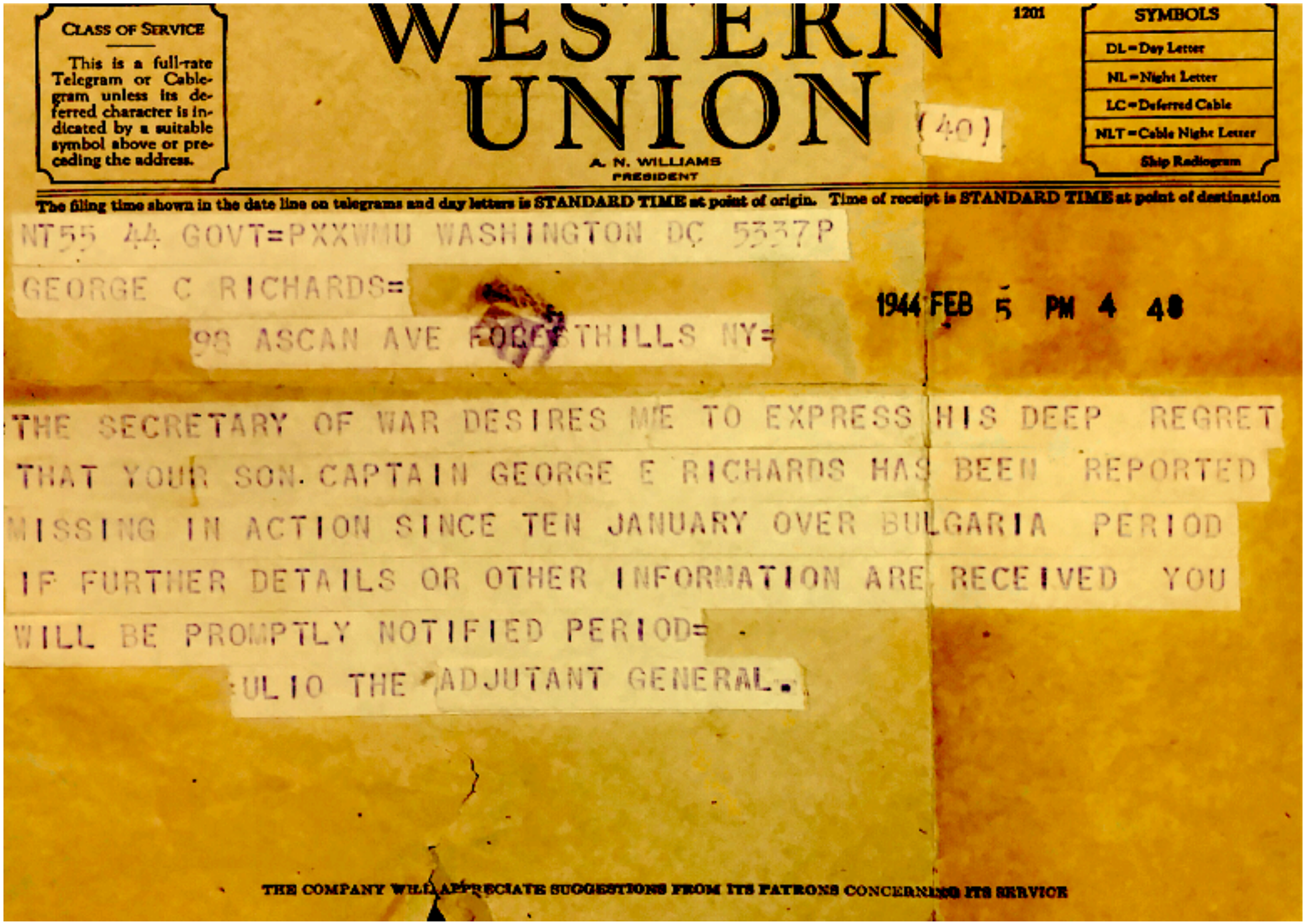
Somewhere in Italy

January 1, 1944

Dear Mom and Dad,

Another year - wonder where I will be next year - somewhere I can celebrate I hope. Last night I went to bed a ten - o'clocker I have been awake if all the

On February 5, 1944, George C. Richards was notified by Western Union telegram from the Secretary of War that his son, Captain George E. Richards was reported Missing In Action over Bulgaria since January 10, 1944.



CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

A. N. WILLIAMS
PRESIDENT

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

(40)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

NT55 44 GOVT=PXXWMU WASHINGTON DC 533?P

GEORGE C RICHARDS=

98 ASCAN AVE FOREST HILLS NY=

1944 FEB 5 PM 4 48

THE SECRETARY OF WAR DESIRES ME TO EXPRESS HIS DEEP REGRET
THAT YOUR SON CAPTAIN GEORGE E RICHARDS HAS BEEN REPORTED
MISSING IN ACTION SINCE TEN JANUARY OVER BULGARIA PERIOD
IF FURTHER DETAILS OR OTHER INFORMATION ARE RECEIVED YOU
WILL BE PROMPTLY NOTIFIED PERIOD=

ULIO THE ADJUTANT GENERAL.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

FIFTEENTH AIR FORCE
Office of the Commanding General
A. P. O. 520

A:NFT:sh

On February 5, 1944, George C. Richards received a letter from the 15th Air Force regarding his son.

25 February 1944

Mr. George C. Richards
98 Ascan Avenue
Forest Hills, New York

Dear Mr. Richards:

I wish I could give you definite news that your son, Captain George E. Richards, 0-394359, is safe after being missing in action since January 10, 1944, but the facts we have are insufficient upon which to base an opinion.

George's plane failed to return from a mission to Sofia, Bulgaria. A dog fight with German aircraft took place near the target, and it is believed his ship went down as a result of damage suffered in this battle. One P-38 was seen losing altitude, and a chute was observed to leave it. While it was not definitely identified as your son's plane, all other P-38's returned safely, leaving the inference that it was George who was seen to bail out.

If this be true, he may be a prisoner of the Germans or in the hands of friendly partisans. Only time will disclose the true facts.

The Sofia bombing on January 10, 1944, was carried out by 143 USAF B-17s during the day and 44 RAF Wellingtons during the night. During the daylight raid by the B-17s, Bulgarian (Nazi) fighters shot down six bombers and one escorting P-38 fighter (Captain George E. Richards).

This picture was taken January 9, 1944, the day before Captain George E. Richards would be shot down over Bulgaria

HEADQUARTERS, ARMY AIR FORCES

OFFICE OF THE COMMANDING GENERAL

WASHINGTON 25, D. C.

October 5, 1945

My dear Mrs. Richards:

With deepest regret I have learned that an official determination has been made of the death of your son, Captain George Edward Richards, who has been missing in action since January 10, 1944, in Europe.

My attention has been called to the fact that Captain Richards was a loyal, dependable student officer during his training at Kelly Field, where he received his rating of pilot. He proved to be a worthy airman and was held in esteem by the members of his unit because of his perseverance and devotion to duty. The many friends he made in the Army Air Forces will cherish their memory of him, and they share in your bereavement.

May you find solace in the knowledge that your courageous son gave his utmost for our cause.

I extend my heartfelt sympathy to you and other members of the family.

Very sincerely,

H. H. Arnold

H. H. ARNOLD,
Commanding General, Army Air Forces.

Mrs. George C. Richards,
98 Ascan Avenue,
Forest Hills, New York.

Memorial Service for Captain George E. Richards

August 12, 1948

The record of the events of his death:

We here gather together this afternoon to pay tribute to a young man of our parish who made the supreme sacrifice in the recent war, Captain George Edward Richards.

Leading his squadron of fighter planes above Bulgaria, Captain Richards noticed that one of his aviators was in distress whereupon he left his group and helped his comrade to safety.

However, while helping his friend, he exposed himself. An enemy plane dove from above and shot him down.

Captain Richards parachuted but was killed when he struck the ground.

For this heroism and other combat exploits, George Richards was awarded the Distinguished Flying Cross and the Purple Heart.

Thus in giving his all that our way of life might be preserved, and that a fellow aviator might be saved, George Richards met completely the great challenge of Jesus:

"Greater love hath no man than this, that a man lay down his life for his friends."

VI. War Correspondents & Short Snorters

Eleanor signs short snorters for War Correspondents in the Territory of Hawaii

Eleanor Roosevelt - Royal Hawaiian Hotel - 1943

(The Franklin D. Roosevelt Presidential Library & Museum image)

Edgar Rice Burroughs signed short snorter

*

Edgar Rice Burroughs gained his fame writing adventure and science fiction novels (Tarzan of the Apes and John Carter of Mars). He was in his late 60s in Honolulu during the Japanese attack on Pearl Harbor and received permission to become a war correspondent, one of the oldest serving during WWII.

Burroughs in the 22oS 166oE laboratory of 162nd Signal Photos, viewing shots of New Caledonia. Noumea, New Caledonia., 9 Dec 1942.

(image courtesy ERB Inc.)

* Also signed by **Joe DiMaggio** who was in Hawaii playing baseball for the Seventh Air Force.

William Randolph Hearst, Jr. signed short snorter

William Randolph Hearst, Jr. was an American businessman and newspaper publisher. He was the second son of William Randolph Hearst. During WWII when he was serving as a war correspondent in Europe and North Africa, he reportedly was told by his father, who was also his editor, to stop reporting on bombing missions until he had flown one. So he did.

Press photo reads, "William Randolph Hearst, Jr., who was the first war correspondent to participate in an airplane attack upon the Nazi robot flying bombs in midair, is shown in his flying gear beside the plane in which he was flown over the southern coast of England on the strange aerial hunt for the rocket propelled missiles of destruction. Allied planes have succeeded in destroying many of the bombs by hitting them while in flight." Dated August 8, 1944.

Ernest Hemingway signed short snorter

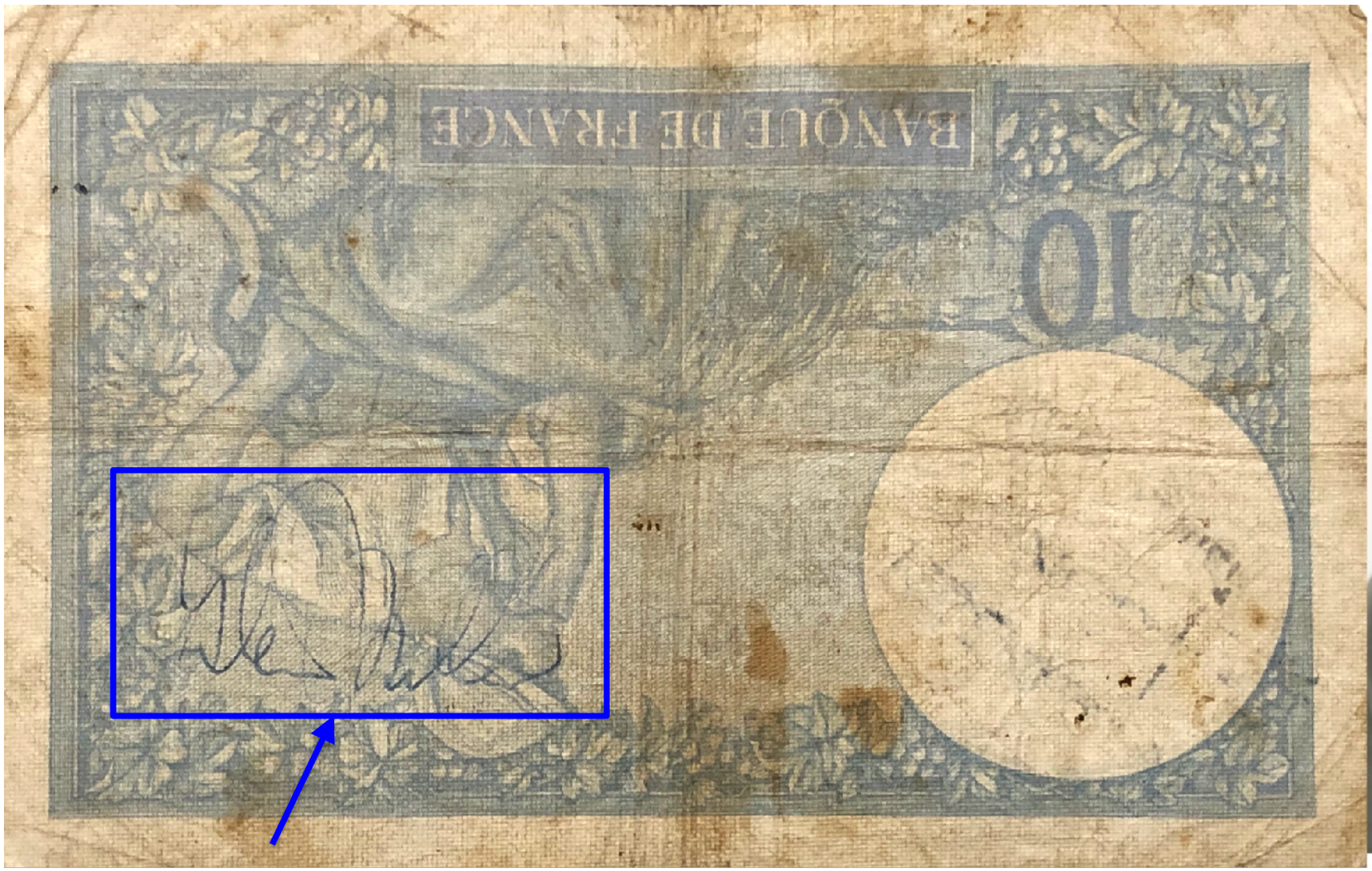
(osssociety.org)

(wikipedia)

Ernest Hemingway served as an ambulance driver on the Italian front during WWI. His wartime experience led him to write *A Farewell to Arms* in 1929. He worked as a journalist during the Spanish Civil War forming the basis for his novel *For Whom the Bell Tolls* (1940). Working as a war correspondent for Colliers he observed the D-Day landings from offshore. He was attached to the 22nd Infantry Regiment in July and became a defacto leader of partisans in Rambouillet, for which he faced court-martial because the Geneva Convention forbade correspondents bearing arms. He was not convicted and continued on to the liberation of Paris.

(Estate of Dorothy Anderson - On loan from Michael O'Connell)

Glenn Miller signed the reverse!

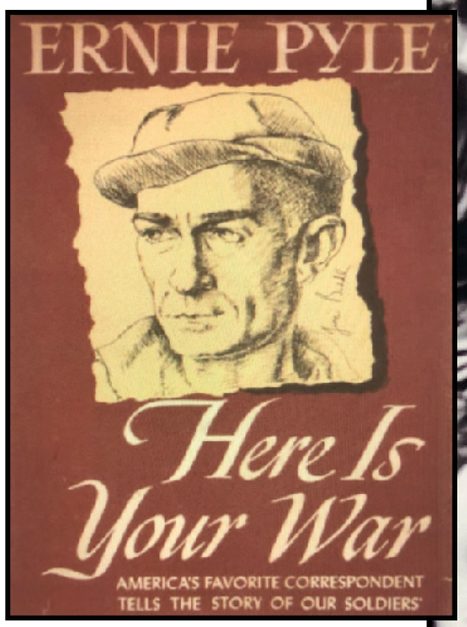


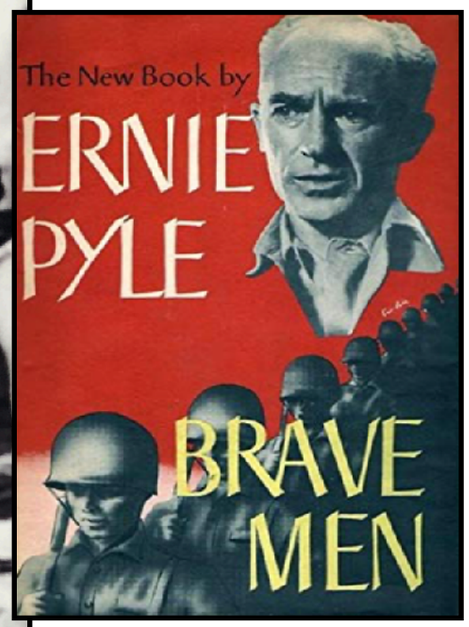
(maxwell.af.mil)

Glenn Miller was an American big-band musician, leader, arranger, and composer who left his lucrative civilian career in 1942, at the age of 38, to join the war effort. He was made a captain assigned to the Army Air Forces Training Command and organized a 50-piece military band. They sailed to England to entertain the troops and performed more than 800 times. On December 5, 1944, his plane disappeared on a flight over the English Channel headed for France in preparation for moving the band. One of the great aviation mysteries of WWII.

(Estate of Dorothy Anderson - On loan from Michael O'Connell)

Short Snorter with a Pulitzer

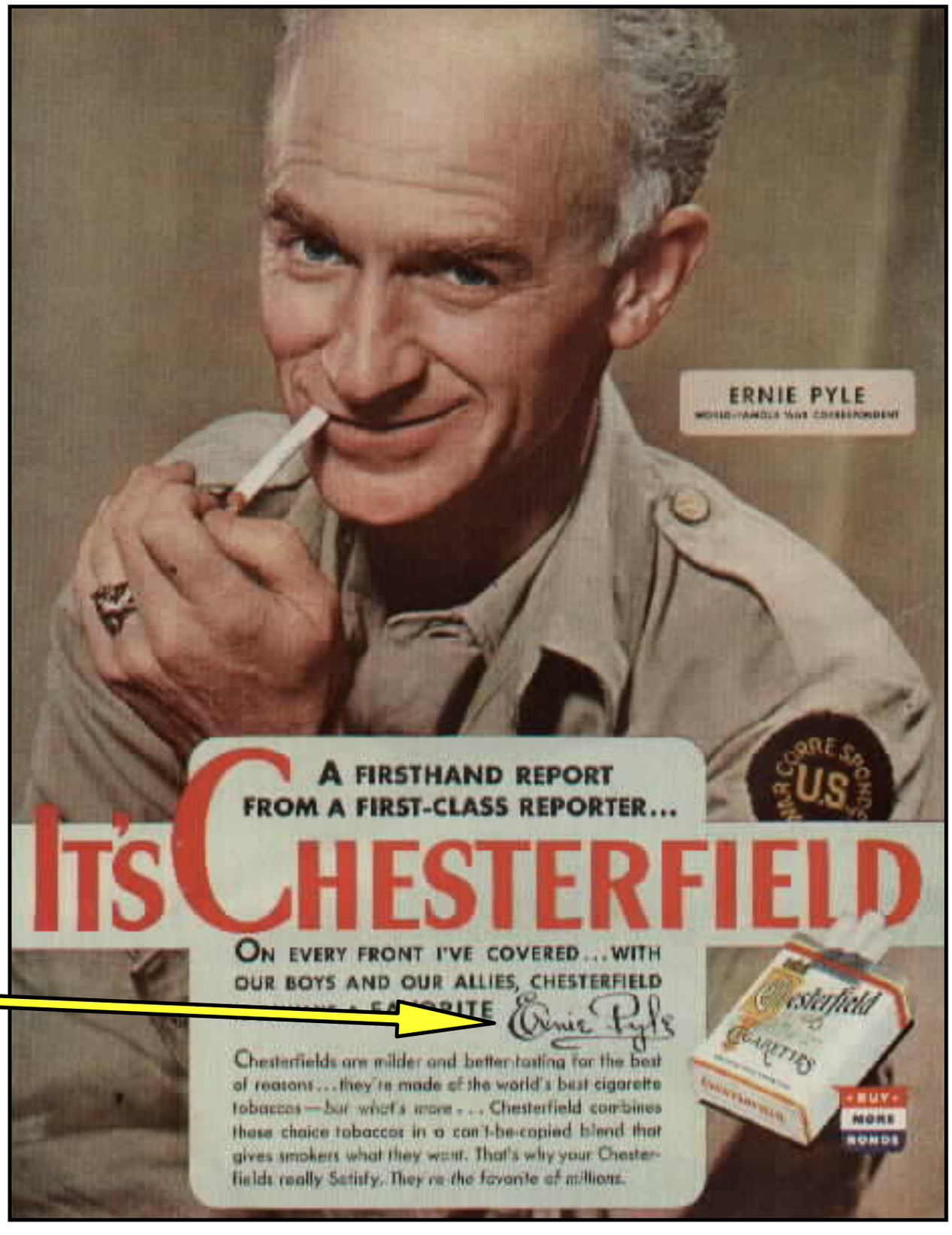


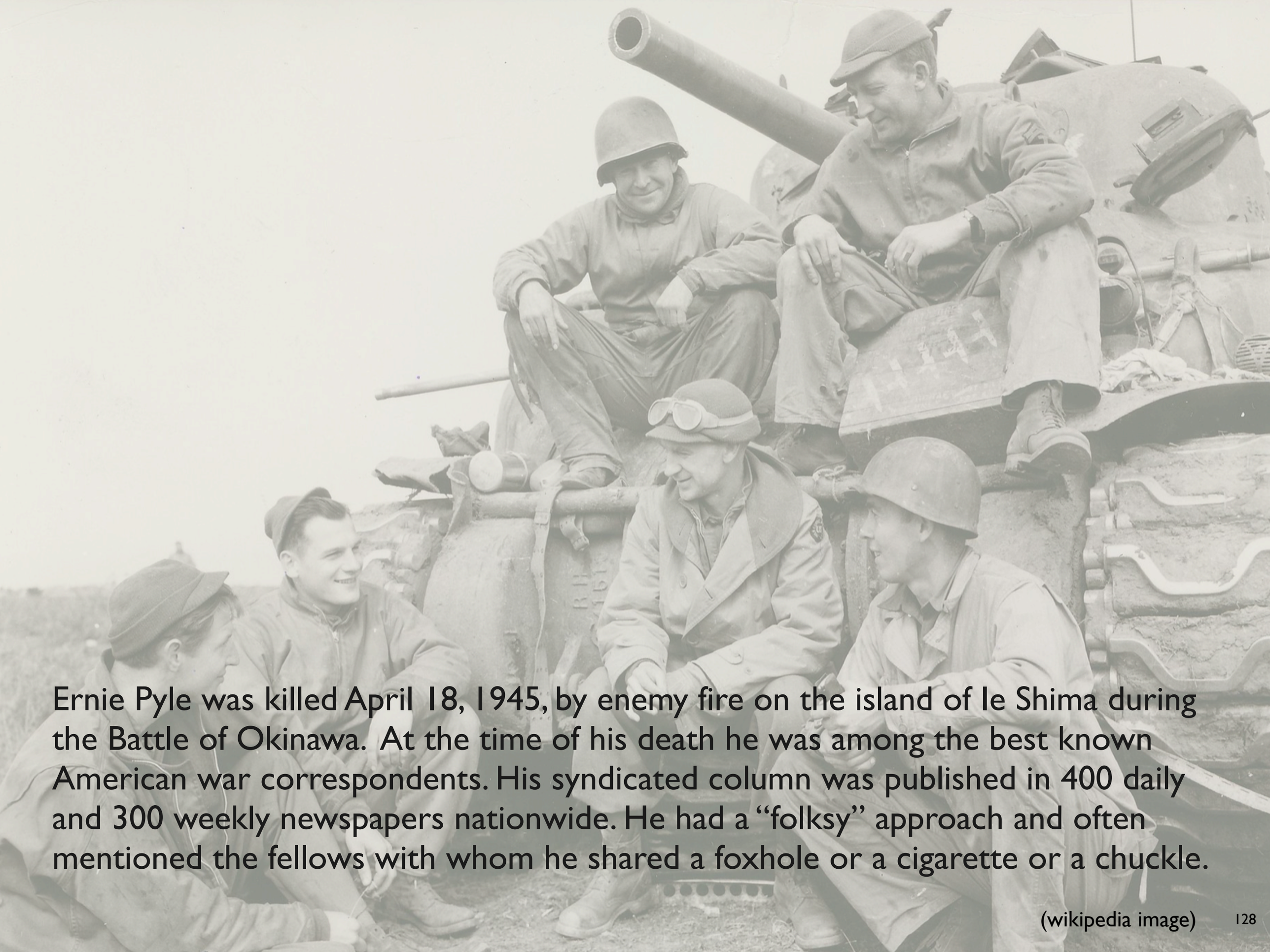


Ernie Pyle - War Correspondent
Troop Ship - Pacific Ocean - 1945

(Indiana University School of Journalism image)

Short snorter signed by Ernie Pyle





Ernie Pyle was killed April 18, 1945, by enemy fire on the island of Ie Shima during the Battle of Okinawa. At the time of his death he was among the best known American war correspondents. His syndicated column was published in 400 daily and 300 weekly newspapers nationwide. He had a "folksy" approach and often mentioned the fellows with whom he shared a foxhole or a cigarette or a chuckle.

(wikipedia image)

VII. VIP Short Snorters

“Burma - Roadsters” short snorter

F. D. (Frank) Merrill
R. A. Wheeler

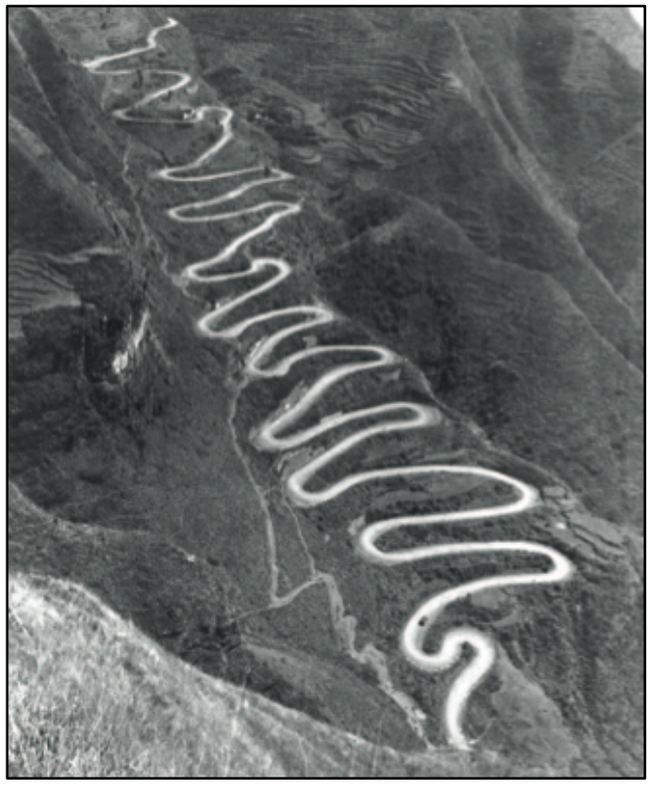
Frank Merrill
“Merrill’s Marauders”

R.A. Wheeler

(Carl Warren Weidenburner images)

"Ledo Road 1944" short snorter

Major-General Daniel Sultan (US)
Maj-Gen. Godfrey Wildman Lushington (UK)
Admiral Lord Louis Mountbatten (UK)
Lt. Col. A. A. C. Walker (UK)
Brigadier-General Lewis Pick (US)
Brigadier-General Thomas Farrell (US)
Paulette Goddard (USO)



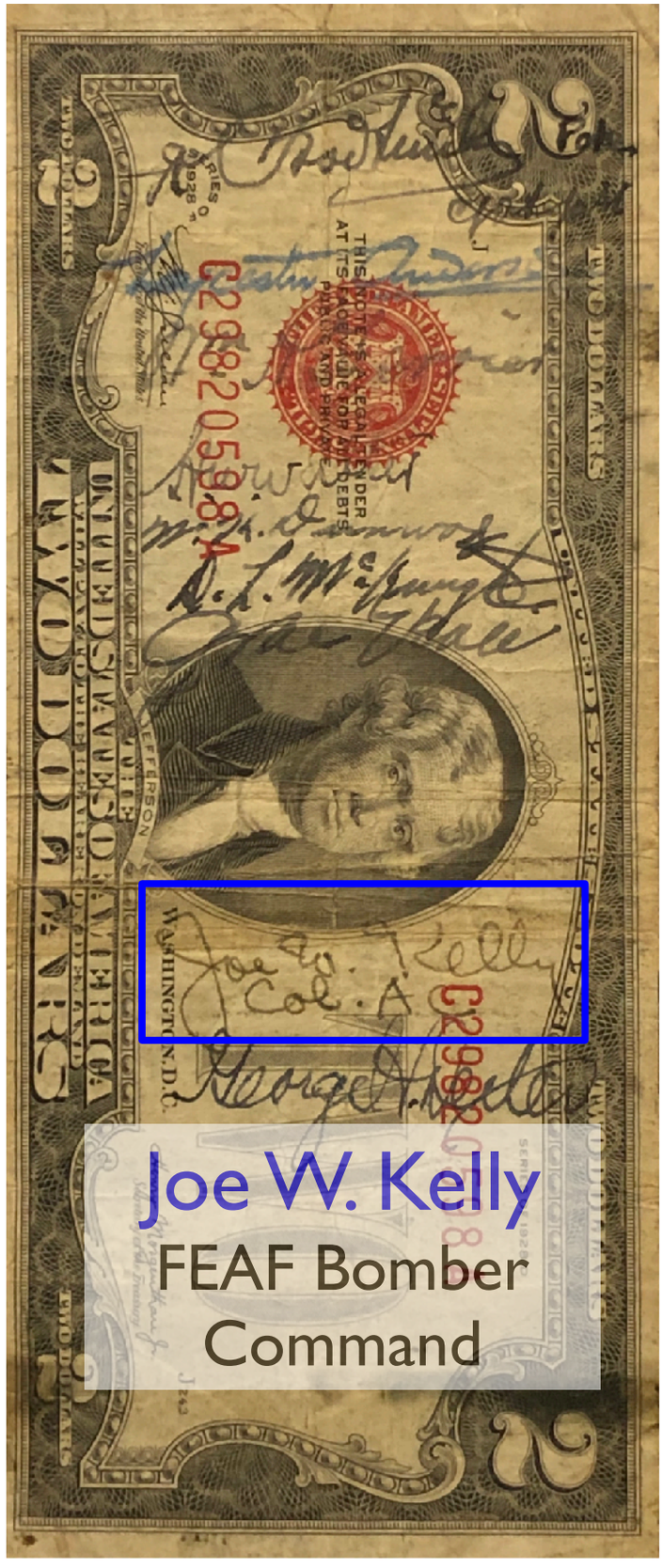
(National Museum of the US Air Force image)

(donated by Dr. Kerry Rodgers)

Two Commanding General Short Snorters

Press photo of Lt. Gen. Carl Spaatz signing
Lt. Gen. Jimmy Doolittle's short snorter
England - 1944

Short snorter signed by a young General



Joe W. Kelly
FEAF Bomber Command

Glenn C. Nye
KIA in Korea

Ralph Royce learned to fly 1915. Served with the 1st Aero Squadron in the Pancho Villa Expedition and later led it on the Western Front In France during WWI.

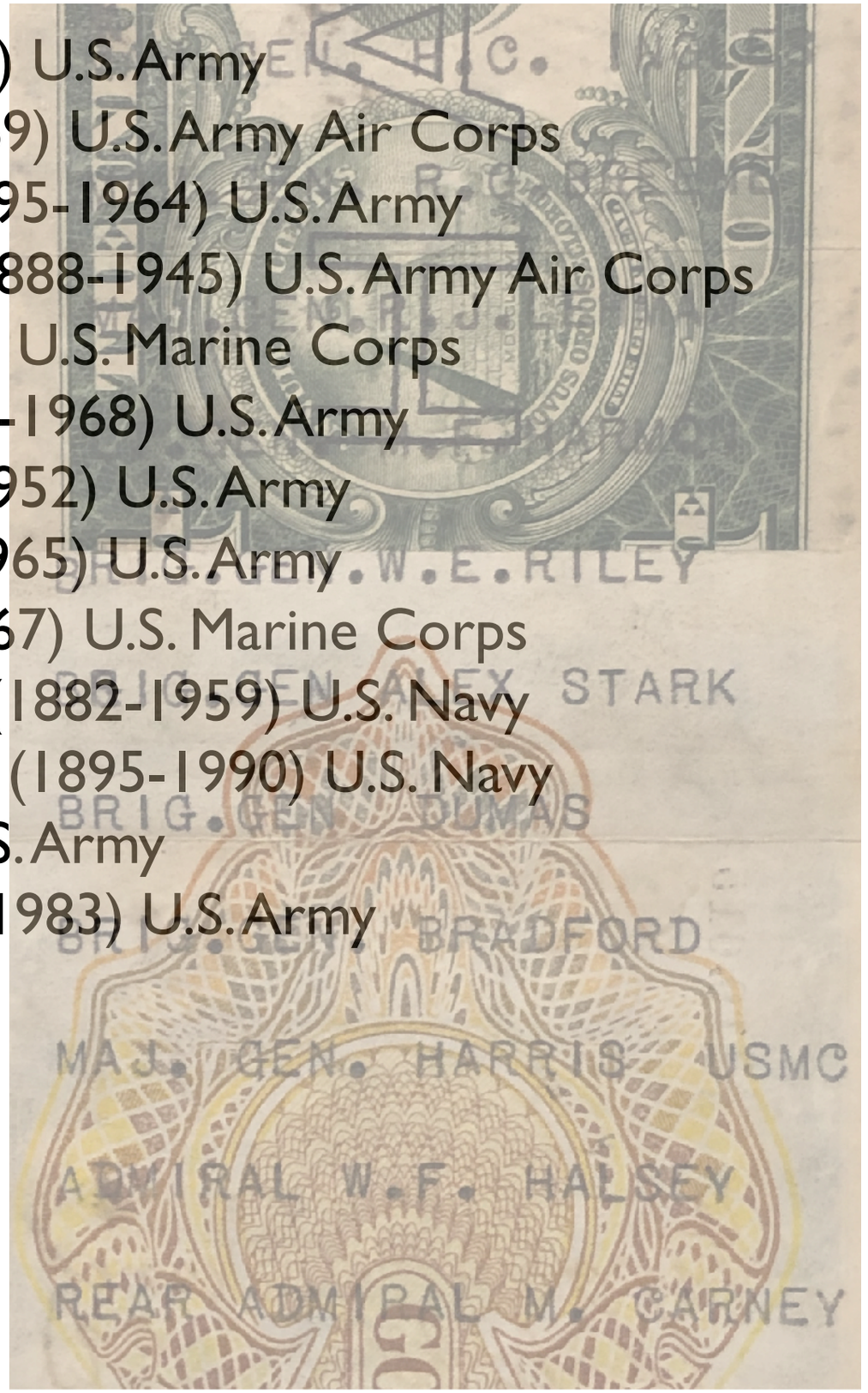
(wikipedia image)

Samuel E. Anderson
9th Bomber Command

Richard C. Sanders was the youngest general officer in the history of the United States Air Force (Brig. Gen. at 28 yrs 9 mo).

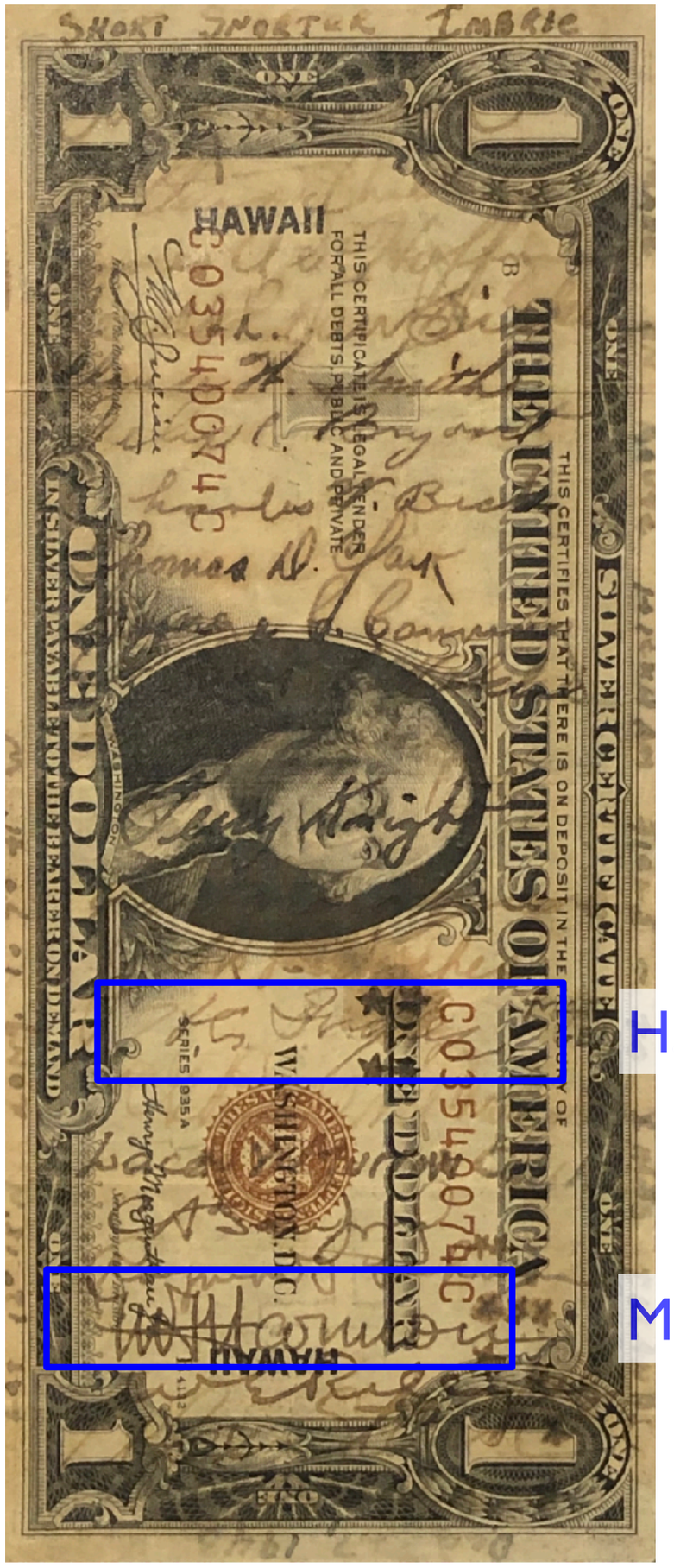
Short snorter signed by 13 flag rank officers

** Major General Harry Clyde Ingles (1888-1976) U.S. Army
** Major General Robert Gale Breene (1894-1969) U.S. Army Air Corps
** Major General Raymond Godfrey Lehman (1895-1964) U.S. Army
*** Lieut. General Millard Fillmore Harmon, Jr. (1888-1945) U.S. Army Air Corps
* Brig. General William Edward Riley (1897-1970) U.S. Marine Corps
* Brig. General Alexander Newton Stark, Jr. (1896-1968) U.S. Army
* Brig. General Walter Alexander Dumas (1893-1952) U.S. Army
* Brig. General William Brooks Bradford (1896-1965) U.S. Army
*** Lieut. General Thomas Field Harris (1895-1967) U.S. Marine Corps
**** Admiral William Frederick "Bull" Halsey, Jr. (1882-1959) U.S. Navy
** Rear Admiral Robert Bostwick "Mick" Carney (1895-1990) U.S. Navy
* Brig. General Stewart E. Reimel (1892-1985) U.S. Army
* Brig. General James Washington Barnett (1892-1983) U.S. Army



Navy Admiral's Flag

Army Lieutenant General's Flag



W.F. Halsey, Jr. -Navy★★★★

Field Harris-Marine Corps★★★

H.C. Ingles-Army★★★

M.F. Harmon, Jr.-Air Corps★★★

Short snorter signed by Ol' Blood & Guts…twice!
(…and Bobe Hope & Bing Crosby)

Bob Hope

Geo. S. Patton Jr

(werehistory.org image)

Geo. S. Patton Jr

It is documented that George S. Patton, Jr., signed his name differently depending upon the circumstances. More common is the "G S Patton Jr" signature below.

G S Patton Jr.

A flowing signature like the one used here with "Geo." was used in some personal correspondence to his parents.

Geo S Patton Jr.

Bing Crosby

Snorter signing by a Lord

Press photo of Lord Louis Mountbatten, Commander-In-Chief of the Southeast Asia War Theatre, signing a short snorter for Capt. G. W. Knight, Air Transport Service Commandant, at National Airport in Washington, D.C., on Aug. 26, 1943

Snorter signing for a Marine

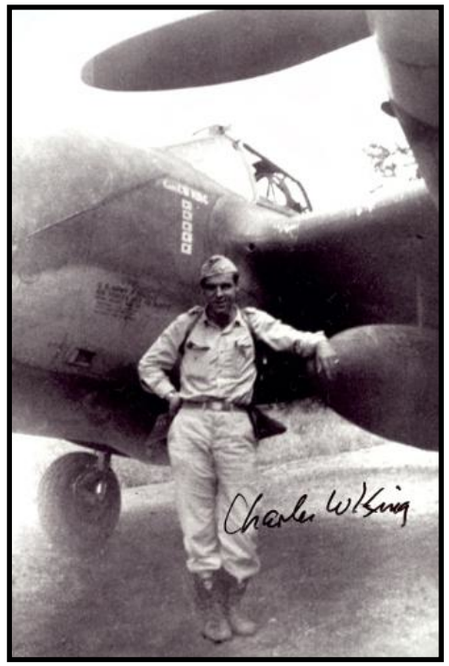
Press photo of Ernest J. King, Commander-In-Chief, U.S. Fleet, taking time out on Saipan to sign the short snorter of Marine Corps Combat Photographer Cpl. Claude L. Warnecke - May 12, 1944

Snorter signing for an Ace

Press photo of General H. H. "Hap" Arnold signing a short snorter for Major Richard I. Bong, Pacific flying ace with 27 planes to his credit - May 12, 1944

39th Fighter Squadron Short Snorters
Charles W. King & John C. Dunbar

(Gary King images)



Charles W. "Snarlin' Charlie" King and John C. Dunbar were pilots with the 39th Fighter Squadron operating out of New Guinea. The 39th flew P-38 Air Cobras, P-47 Thunderbolts and was the first to fly the P-38 Lightnings in which King became an ace. They signed each other's short snorters. King also had a twenty-dollar bill in his snorter chain which represented the good part of a month's pay during WWII. Dick Bong became an ace in King's P-38 "#27".

(John Dunbar images)

General Dwight D. Eisenhower , Supreme Commander of the Allied Expeditionary Force, speaks with men of the 502nd Parachute Infantry Regiment, part of the 101st Airborne Division, on June 5, 1944, the day before the D-Day invasion.

Dwight D. Eisenhower

★★★★★

Short snorter signed by a Five-Star General

(donated by Dusty Royer in memory of his friend Mike Payton)

(Library of Congress image)

Presidential candidate signs a snorter

Press photo of Dwight D. & Mamie Eisenhower signing Cardinal Spellman's short snorter - N.Y.C. - 1952

Snorter signing by a V.P.

Press photo of Vice-President Henry Wallace signing snorters for two Army Air Corps Pilots - Seattle - 1944

Short snorter signed by Vinegar Joe's son

Joseph W. "Cider Joe" Stillwell, Jr.

Affectionately referred to as "Cider Joe" by the troops as he was more of a people person than his father, U.S. Army four-star General Joseph Warren "Vinegar Joe" Stillwell, Sr., of WW2 China-Burma-India Theatre fame.

Lt. Gen. "Vinegar Joe" Lt. Col "Cider Joe"

Snorter signing by a President's son

James Roosevelt was the oldest son of President Franklin D. Roosevelt and Eleanor Roosevelt. He received the Navy Cross for extraordinary heroism while serving as a Marine Corps officer during World War II.

Lt. Col. James Roosevelt (far left in this press photo) watches his short snorter being signed after arriving on an Army Transport Command hospital plane at Hickam Field, Hawaii, in December 1943.

Short snorter signed by a President's son's little brother

Elliott Roosevelt

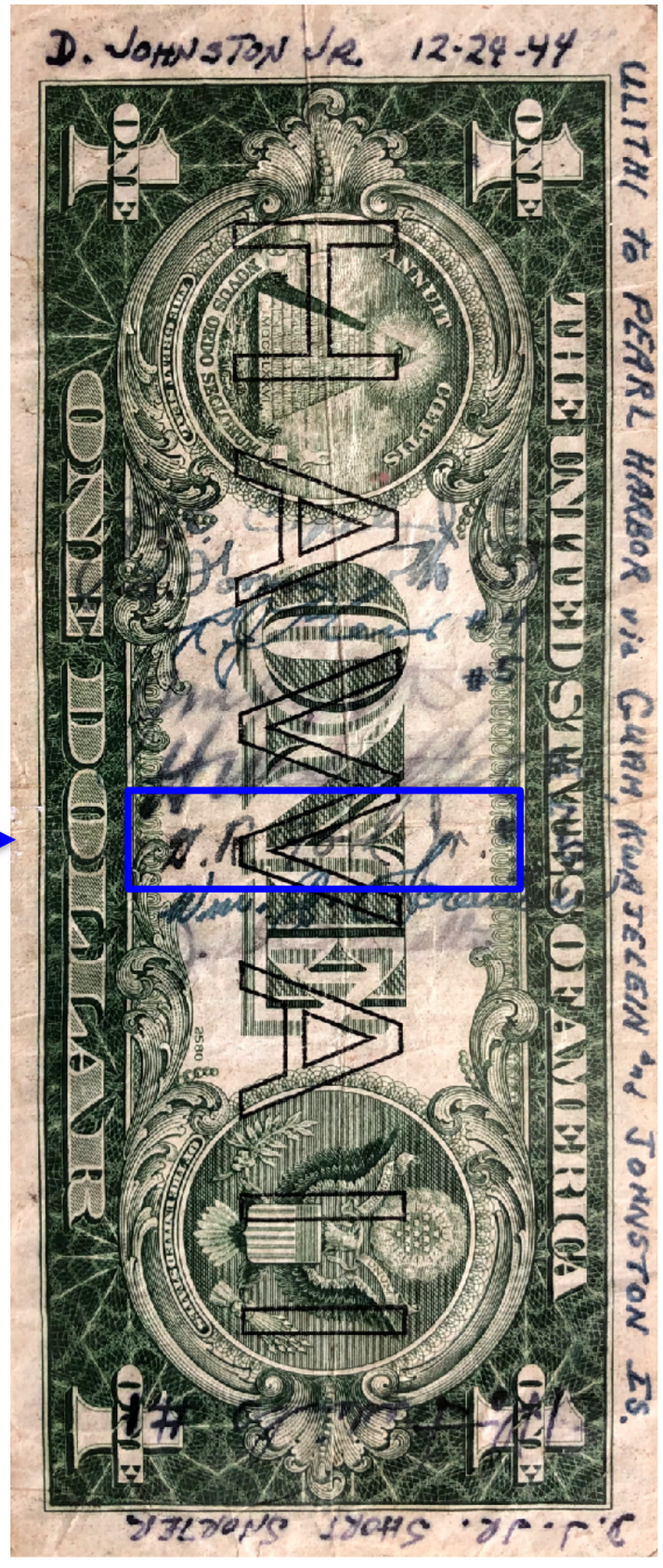
Second son of Franklin and Eleanor Roosevelt, Elliott Roosevelt was an American aviation official and wartime officer in the Army Air Corps during WW2. He received the Distinguished Flying Cross in Algiers for outstanding services performed by his Group in the African Campaign.

(wikipedia image)

President signs a couple of long snorters

President Harry Truman signing the short snorters for two private pilots - Washington, D.C. - 1953

Short snorter signed by a future President

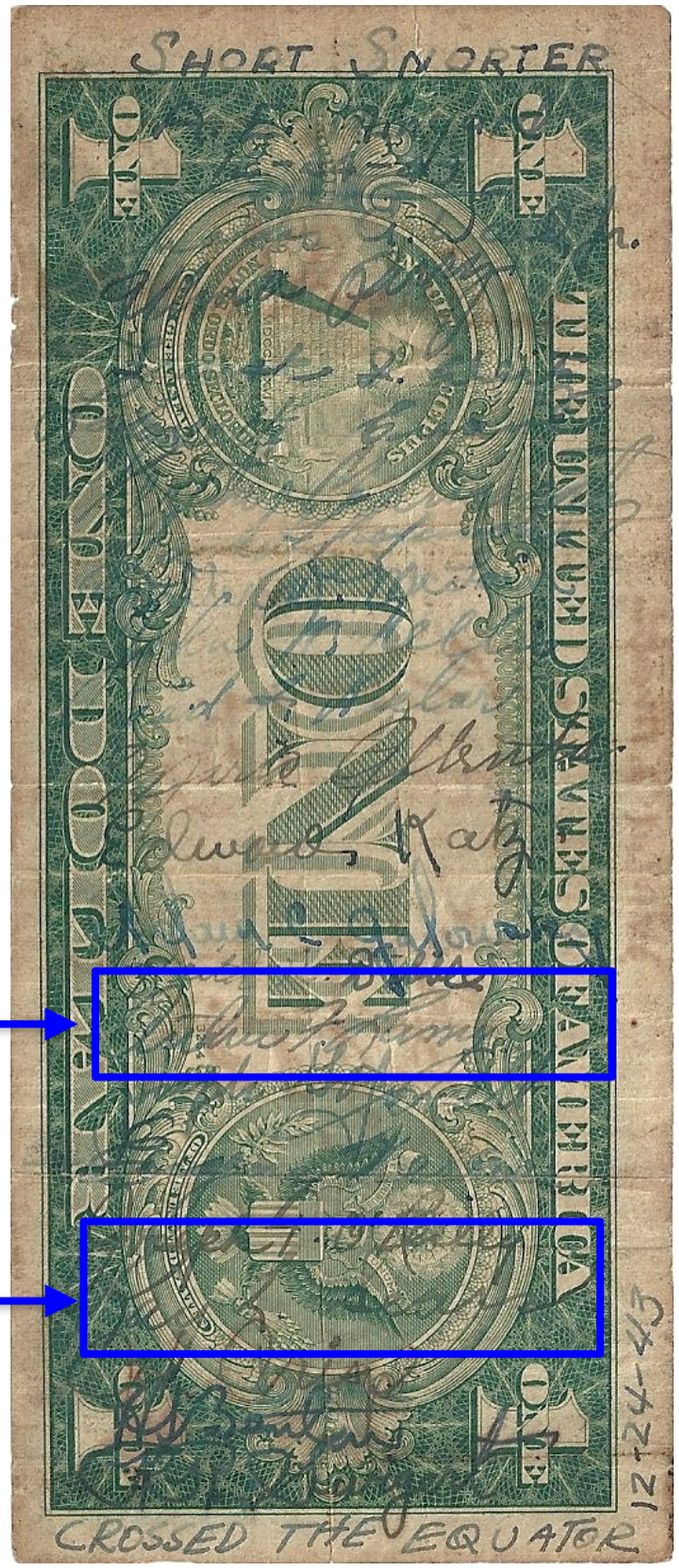


(Wikipedia)

Gerald R. Ford, Jr. received a commission as ensign in the U.S. Naval Reserve on April 13, 1942. He was promoted to Lieutenant, Junior Grade on June 2, 1942, and to Lieutenant in March 1943 and applied for sea duty. Ford was sent in May 1943 to the pre-commissioning detachment for the new aircraft carrier USS Monterey (CVL-26), at New York Shipbuilding Corporation, Camden, New Jersey. From the ship's commissioning on June 17, 1943, until the end of December 1944, Ford served as the assistant navigator, Athletic Officer, and antiaircraft battery officer on board the Monterey. While he was on board, the carrier participated in many actions in the Pacific. The Monterey was one of several ships damaged by the typhoon that hit Admiral William Halsey's Third Fleet on December 18–19, 1944. During the storm, Ford narrowly avoided becoming a casualty himself. As he was going to his battle station on the bridge of the ship in the early morning of December 18, the ship rolled twenty-five degrees, which caused Ford to lose his footing and slide toward the edge of the deck. The two-inch steel ridge around the edge of the carrier slowed him enough so he could roll, and he twisted into the catwalk below the deck. As he later stated, "I was lucky; I could have easily gone overboard." On December 24, 1944, at Ulithi, Ford was detached from the ship and sent to the Navy Pre-Flight School at Saint Mary's College of California, where he was assigned to the Athletic Department until April 1945. On October 3, 1945, he was promoted to Lieutenant Commander.

VIII. Hollywood Actors Serving in Uniform Short Snorters

James Stewart signed short snorter



Lt. A.E. Minyard Short Snorter

James Stewart was inducted into the Army Air Corps on March 22, 1941, becoming the first major American movie star to wear a military uniform in WW2. He rose from a private to a colonel during WW2, and Brigadier General in the reserves after the war.

Lt. Col. James M. Stewart, Group Operations officer, debriefs airmen returning from a raid over Berlin. L-R: 2nd Lt. Robert F. Sullivan; Capt. Ray L. Sears, pilot of B-24 "Spirit of Notre Dame"; 1st Lt Arthur Cramarty.

(453rd Bomb Group image)

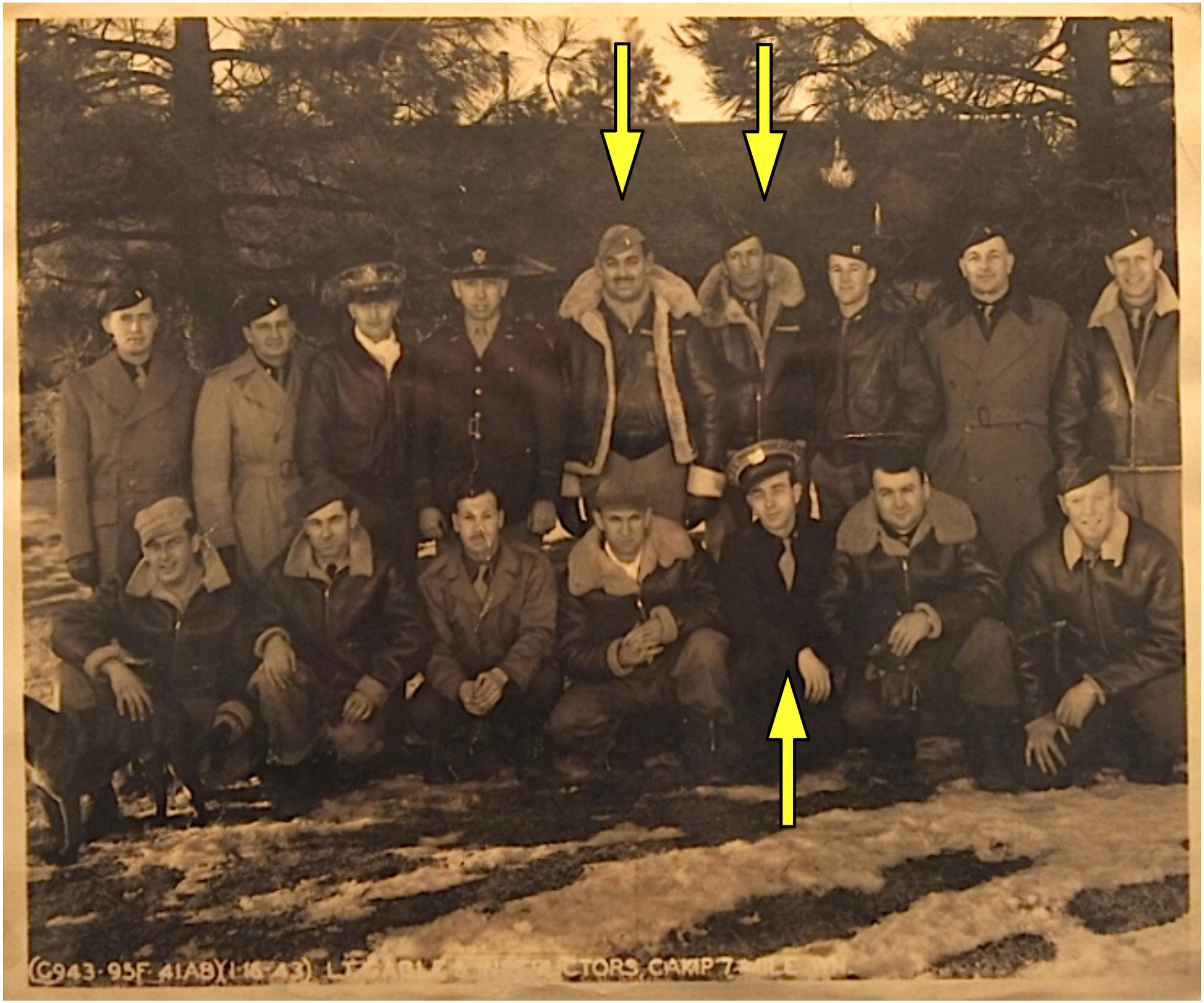
Clark Gable signed short snorter

"SHORTSNORTER "JAKE" - GORDON L. JACOBS - CAMP SEVEN MILE - SPOKANE, WASH."

Clark Gable joined the Army Air Corp in August 1942 to produce and narrate the recruiting film "Combat America". Andrew McIntyre was his cameraman. Flex Gunnery School was filmed at Camp Seven Mile, Geiger Field (now Spokane Airport).

Clark Gable

Andrew McIntyre



Press photo showing Lt. Gable (Student) and Lt. McIntyre (Student), with Gordon L. Jacobs (Personnel Officer), at Camp Seven Mile.

Clark Gable with crew of B-17 *Delta Rebell II*

(image courtesy The Boeing Archives)

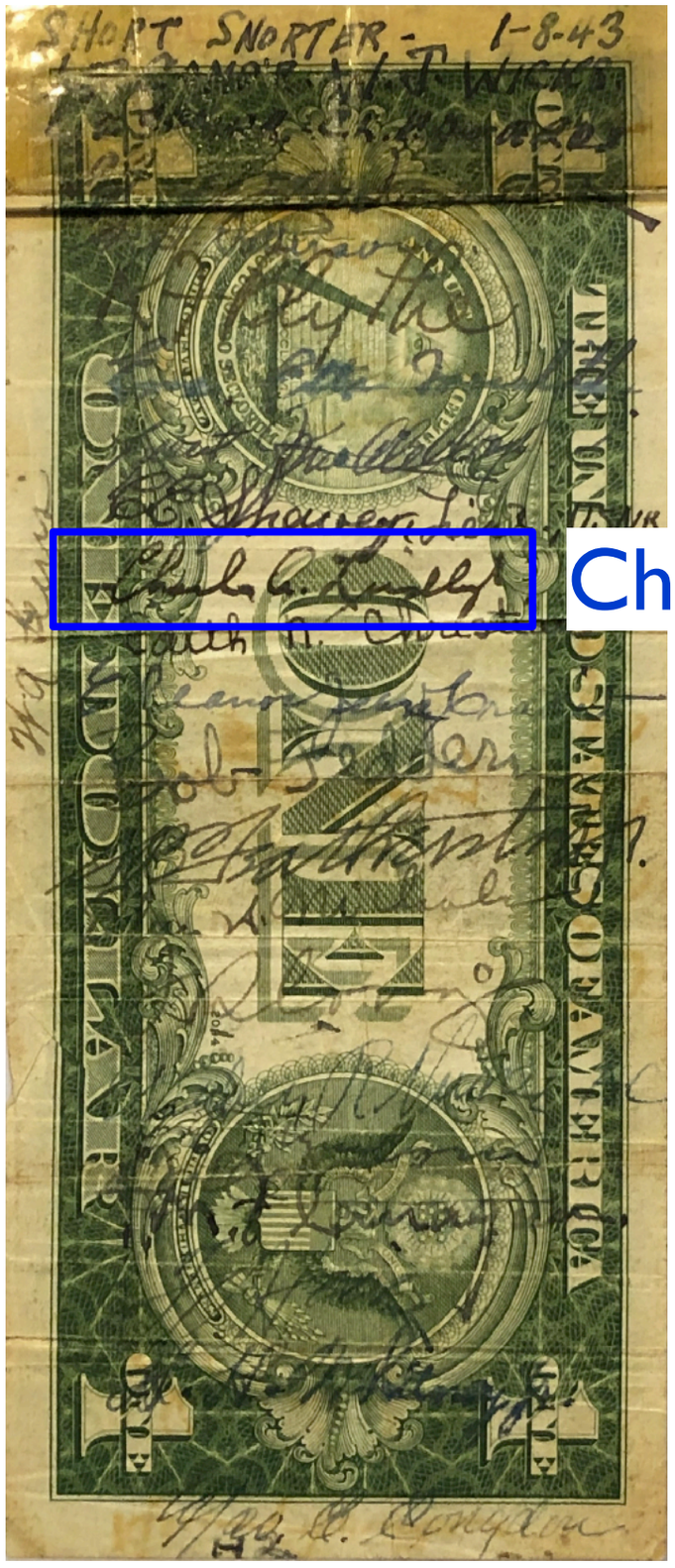
Jackie Coogan signed Short Snorter

Jackie Coogan enlisted in the U.S. Army in March 1941 becoming a glider pilot. He volunteered for hazardous duty with the 1st Air Commando Group and was sent to India in December 1943 where he was to participate in a very dangerous mission. The British “Chindits” were flown into Burma aboard gliders during “Operation Broadway” and landed at a site named Broadway, 150 miles behind Japanese lines. Jackie Coogan is pictured kneeling to the far right with rifle. He is one of five Hollywood actors with exhibits at the U.S. Air Force Museum in Dayton, Ohio.

Henry Fonda and Lindbergh signed short snorter

Henry Fonda

Henry Fonda enlisted in the U.S. Navy to fight in WW2, saying, "I don't want to be in a fake war in a studio." Fonda served three years on the destroyer USS Satterlee and was awarded the Bronze Star.



Charles A. Lindbergh

The famed pilot of the "Spirit of St. Louis", Lindbergh was not given permission to enlist in WWII. Working as a consultant to improve the performance of the P-38 Lightning, he took part in fighter bomber raids on Japanese positions, flying 50 combat missions (as a civilian).

Short snorter of Naval Aviator Lcdr. Wesley J. Wicks, U.S. Navy

(Robert Wicks image)

Jack Benny signs Wesley J. Wicks' short snorter

USO performers on Wesley J. Wicks snorter

Jack Benny (in margin)

Jerry Colonna

Tony Romano

Bob Hope

Frances Langford

Ruth Thomas

Carol Landis (Wallace)

L-R: Barney Dean, Patty Thomas, Bob Hope, Jerry Colonna, Frances Langford, and Tony Romano

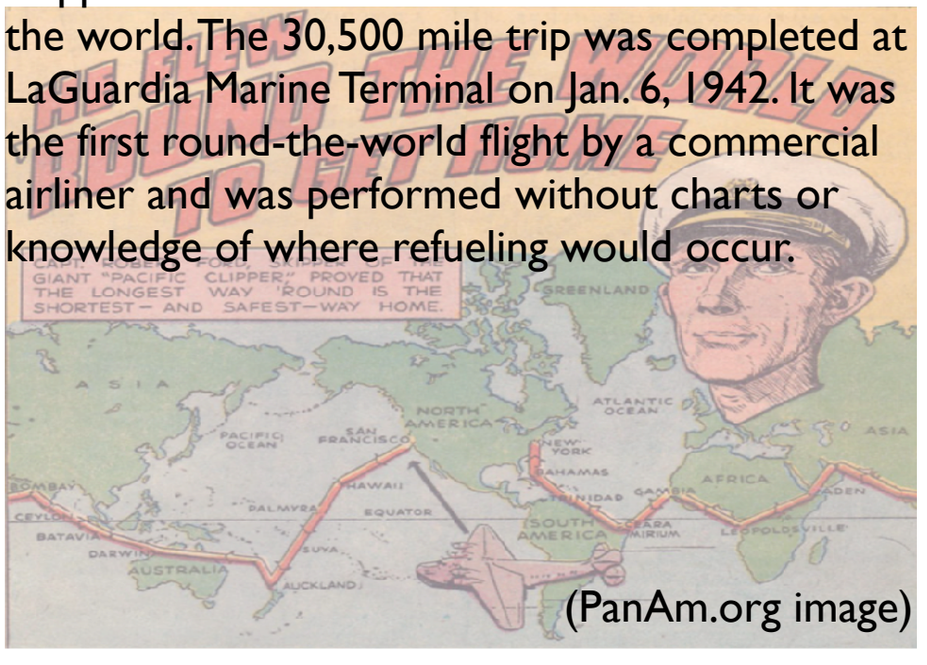
Gilbert Roland signed short snorter

Gilbert Roland

Served in the Army Air Corps during WW2. He played "The Cisco Kid" in Hollywood.

Robert Ford "PAA"

When Japan attacked Pearl Harbor on Dec. 7, 1941, he was forced to fly the Boeing 314 "Pacific Clipper" from New Zealand eastbound around the world. The 30,500 mile trip was completed at LaGuardia Marine Terminal on Jan. 6, 1942. It was the first round-the-world flight by a commercial airliner and was performed without charts or knowledge of where refueling would occur.



(PanAm.org image)

Harry C. Butcher - Naval Aide to Gen. Dwight D. Eisenhower

☆ = unidentified

Short snorter signed by a “soft guy”

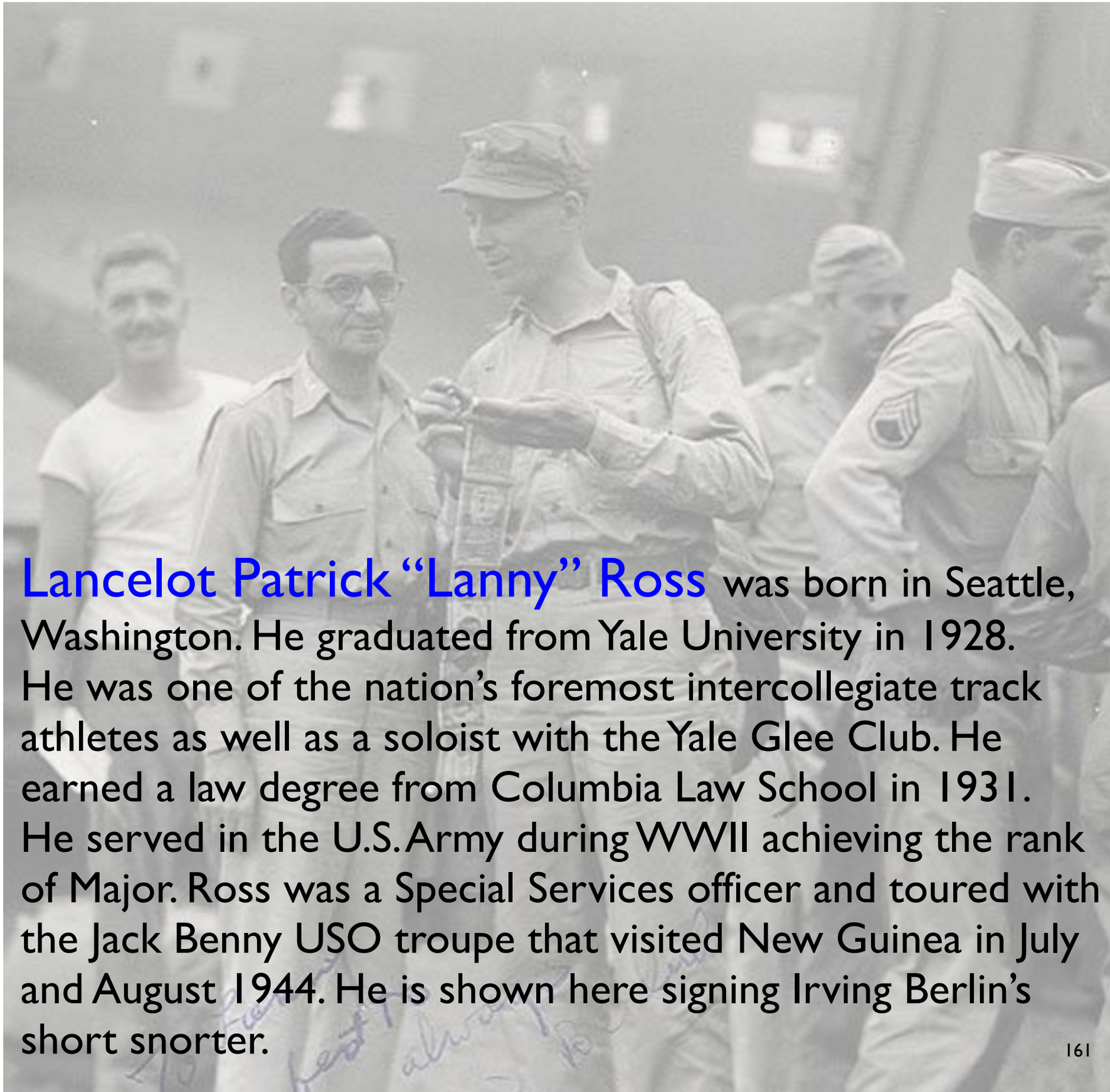
Red Skelton served in the US Army during WW2 with Special Services. He coined the phrase ,“We Dood It”. After Jimmy Doolittle’s Tokyo bombing raid in April of 1942, many newspapers used “Doolittle Dood It” as a headline.

Melvyn Douglas signed short snorter

Members of USO Camp Shows #279 toured the CBI in August 1944 (Ann Sheridan and Jackie Miles were the other two gals in the troupe). Melvyn Douglas served with the US Army Special Services group and coordinated activities for the USO, like the visit to the small Yangkai hospital shown below.

(USAAF-in-cbi.com image)

Lanny Ross signed short snorter



[Lancelot Patrick "Lanny" Ross](#) was born in Seattle, Washington. He graduated from Yale University in 1928. He was one of the nation's foremost intercollegiate track athletes as well as a soloist with the Yale Glee Club. He earned a law degree from Columbia Law School in 1931. He served in the U.S. Army during WWII achieving the rank of Major. Ross was a Special Services officer and toured with the Jack Benny USO troupe that visited New Guinea in July and August 1944. He is shown here signing Irving Berlin's short snorter.

IX. American Sports Figures in Uniform Short Snorters

Jack Dempsey signed short snorter

Jack Dempsey was an American professional boxer who reigned as the world heavyweight champion from 1919 to 1926. During WWII he served in the Coast Guard Reserve and rose to the rank of Commander serving on board the attack transport USS Arthur Middleton (APA-25) for the invasion of Okinawa in 1945.

(wikipedia image)

Jackie Robinson signed short snorter

Jackie Robinson entered the US Army on April 3, 1942, and attended officer candidate school. He was commissioned a second lieutenant in 1943. He served at Fort Riley, Kansas in 1943 and then Fort Hood, Texas. Robinson was one of the few African-American officers at Fort Hood and when he refused to sit in the back of a military bus in 1944, he was subsequently court-martialed, but acquitted because the order was a violation of War Dept. policy prohibiting racial discrimination in all recreational and transportation facilities on all US Army posts. In the summer of 1944, when Robinson was a lieutenant in the 761st Tank Battalion at Fort Hood, a broken ankle he had suffered playing football back in 1932 kept him from going overseas with his outfit. He received a medical discharge on November 28, 1944.

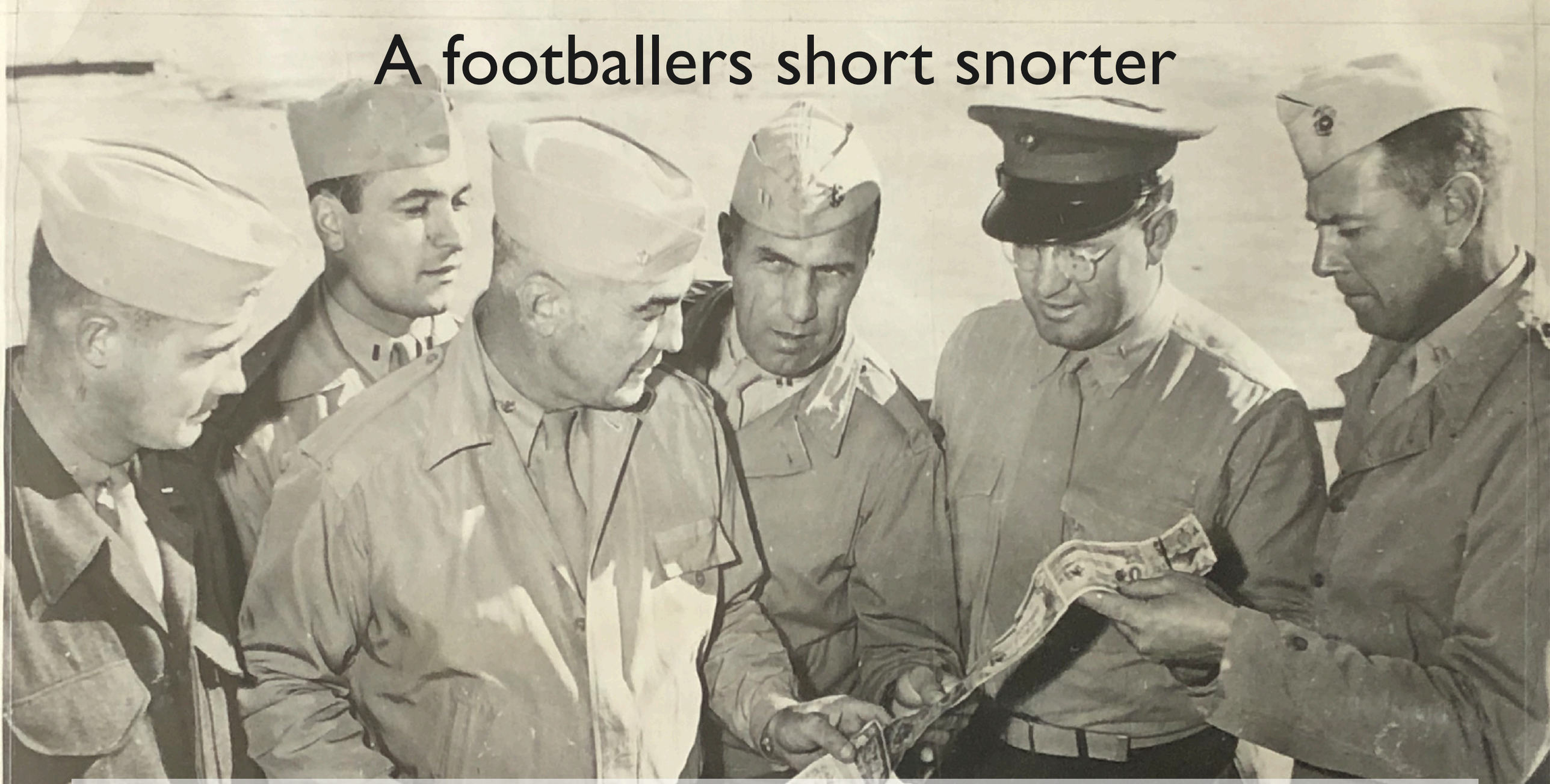
(image and text courtesy Baseball In Wartime)

Hank Greenberg signed short snorter

Hank Greenberg re-enlisted in the Army on February 1, 1942, volunteering for service in the Air Corps. "We are in trouble," he told *The Sporting News*, "and there is only one thing for me to do – return to the service. This doubtless means I am finished with baseball and it would be silly for me to say I do not leave it without a pang. But all of us are confronted with a terrible task – the defense of our country and the fight for our lives." He was assigned to the first group of Boing B-29 Superfortresses to go overseas. He spent six months in India before being ferried over Burma to China where he served in an administrative capacity. He was near a damaged plane where a bomb exploded and his comment was, "I can assure you, I didn't wonder whether or not I'd be able to return to baseball. I was quite satisfied just to be alive." He discharged honorably with Captain's rank.

(image and text courtesy Baseball In Wartime)

A footballers short snorter

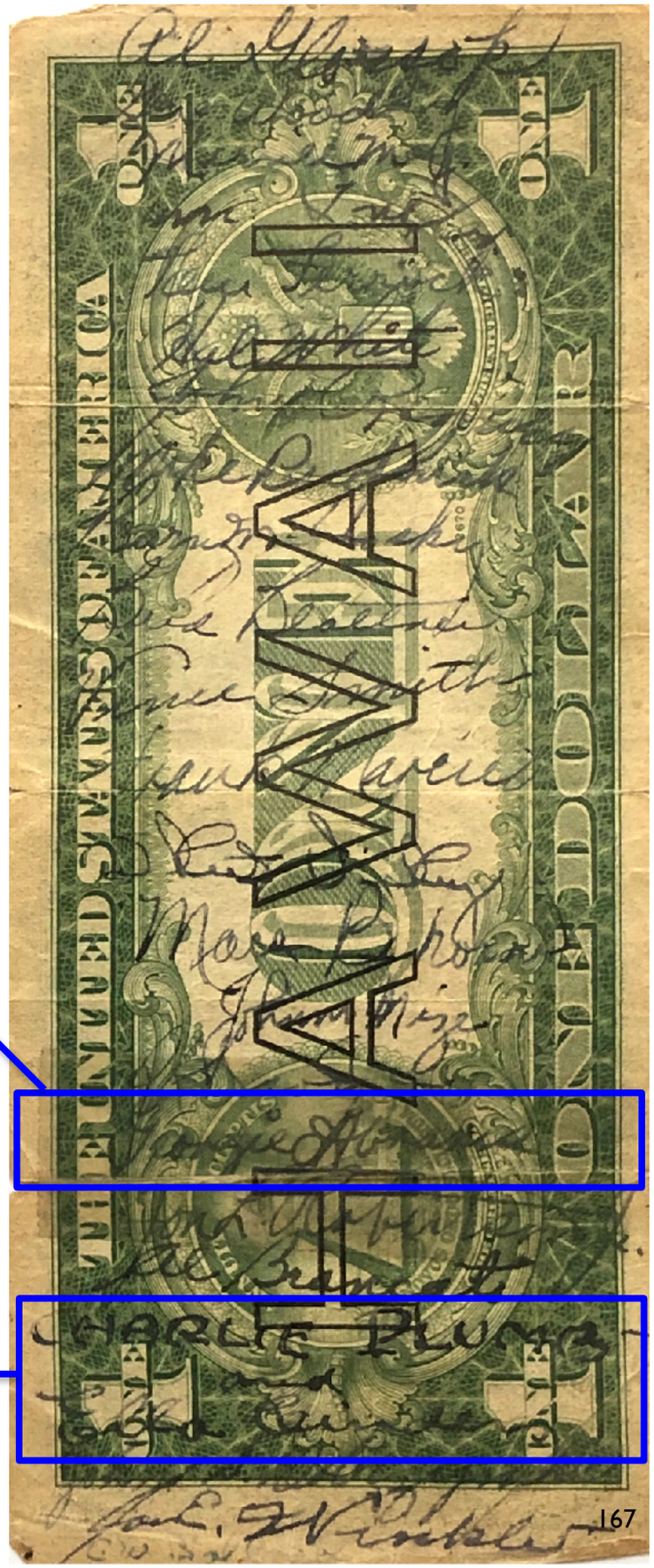


This press photo dated March 5, 1944, shows U.S. Marine Corps officers of the Combat Conditioning School at Camp Pendleton, California, examining the short snorter of Lt. Col. R.E. (Dick) Hanley, former Northwestern U. Football coach. Left to right, Major R.D. Shine, 2nd Lt. Charles Koulias, Col. Hanley, Capt. Maurice J. ("Clipper") Smith, former Santa Clara and Villanova football coach, 1st Lt. J.O. Tuttle, former guard N.Y. Giants football and head line coach at Oklahoma U., and Capt. Ted Lyons, former pitcher for the Chicago White Sox.

Short snorter signed by a baseball team

Short Snorter signed by fifteen American professional baseball players, most while serving on active duty in WW2 with the U.S. Navy's Fleet Team on the Western Pacific Tour. Also signed by professional boxer Georgie Abrams and cartoonist Charlie Plumb.

Al Glossop US Navy, Gene Woodling US Navy, Merrill ("Pinky") May US Navy, Tom Ferrick US Navy, Hal White US Navy, John Rigney US Navy, Mike Budnick US Navy, Barney McCosky US Navy, Bud Blattner US Navy, Vince ("Vinnie") Smith US Navy, Frank Mancuso US Army, ("George") Skeets Dickey US Navy, Mace Brown US Navy, Johnny Mize US Navy & Baseball HOF 1981, Georgie Abrams Boxing HOF 2005, Al Brancato US Navy, and Charlie Plumb and "Ella Cinders" (name of his comic strip)



The characters were introduced in the first *Ella Cinders* strip (June 1, 1925).

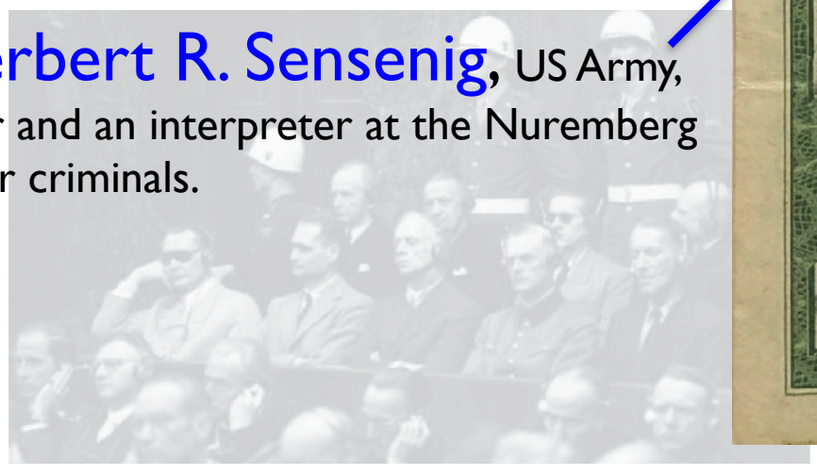
Short snorter signed by a baseball manager and a Nuremberg Trials Chief Interrogator

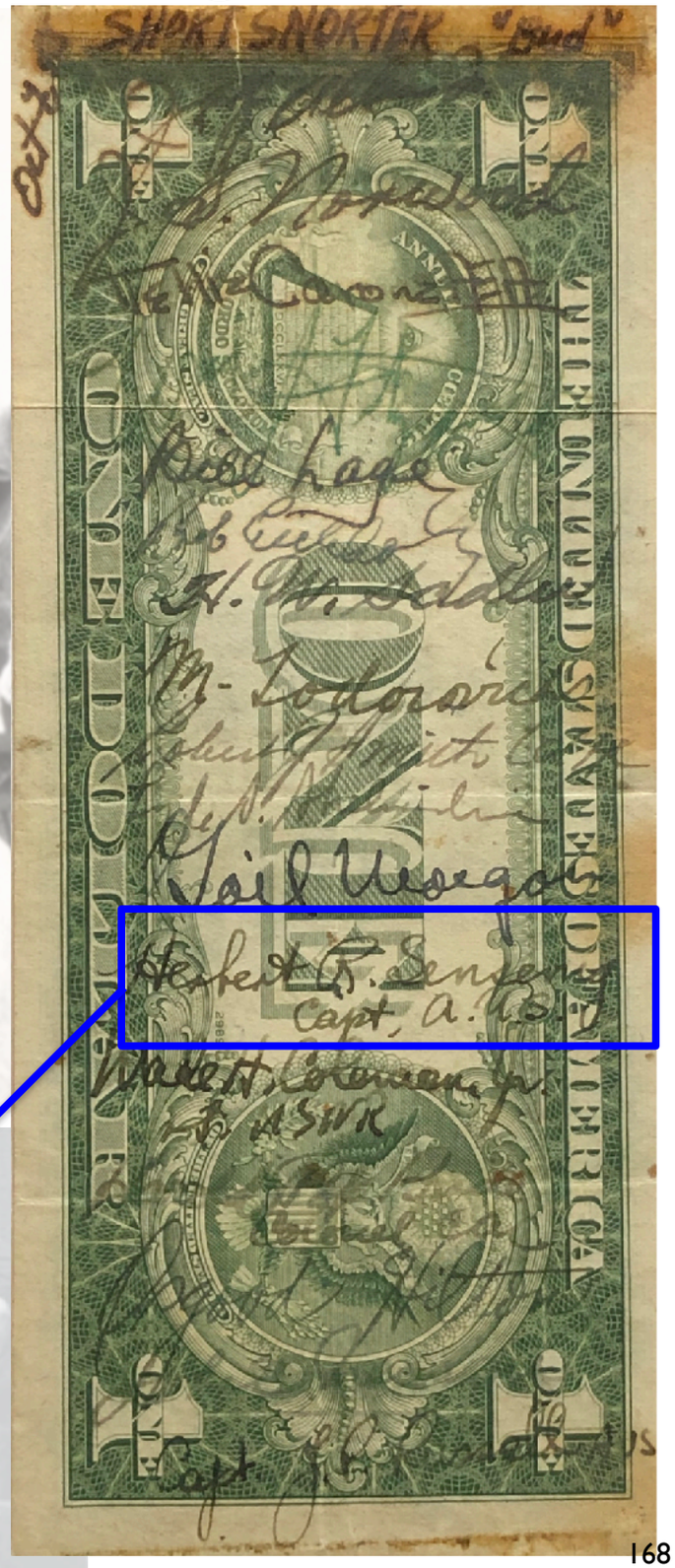
Leo Durocher, nickname "Leo the Lip", made history by making the final out in Johnny Vander Meer's 2nd consecutive no-hitter in 1938. He toured with the USO in 1945. Entered the Baseball Hall of Fame in 1994.

John "Johnny" Vander Meer is the only pitcher in Major League history to throw two consecutive no-hitters. He joined the U.S. Navy March 3, 1944, and played for the Navy baseball team pitching in the1944 Army-Navy World Series in Hawaii. He then toured the Pacific with the Fifth Fleet ball team stationed for much of the time at Guam. He was discharged in December 1945.

Joe Medwick is the last National League player to win the Batting Triple Crown Award (1938). During a USO tour in 1944, Medwick was among several players given an audience by Pope Pius XII who had been Cardinal Secretary of State before his elevation to the papacy. Upon being asked by the Pope his vocation, Medwick replied, "Your Holiness, I'm Joe Medwick. I too, used to be a Cardinal."

Captain Herbert R. Sensenig, US Army, chief interrogator and an interpreter at the Nuremberg trials for Nazi war criminals.





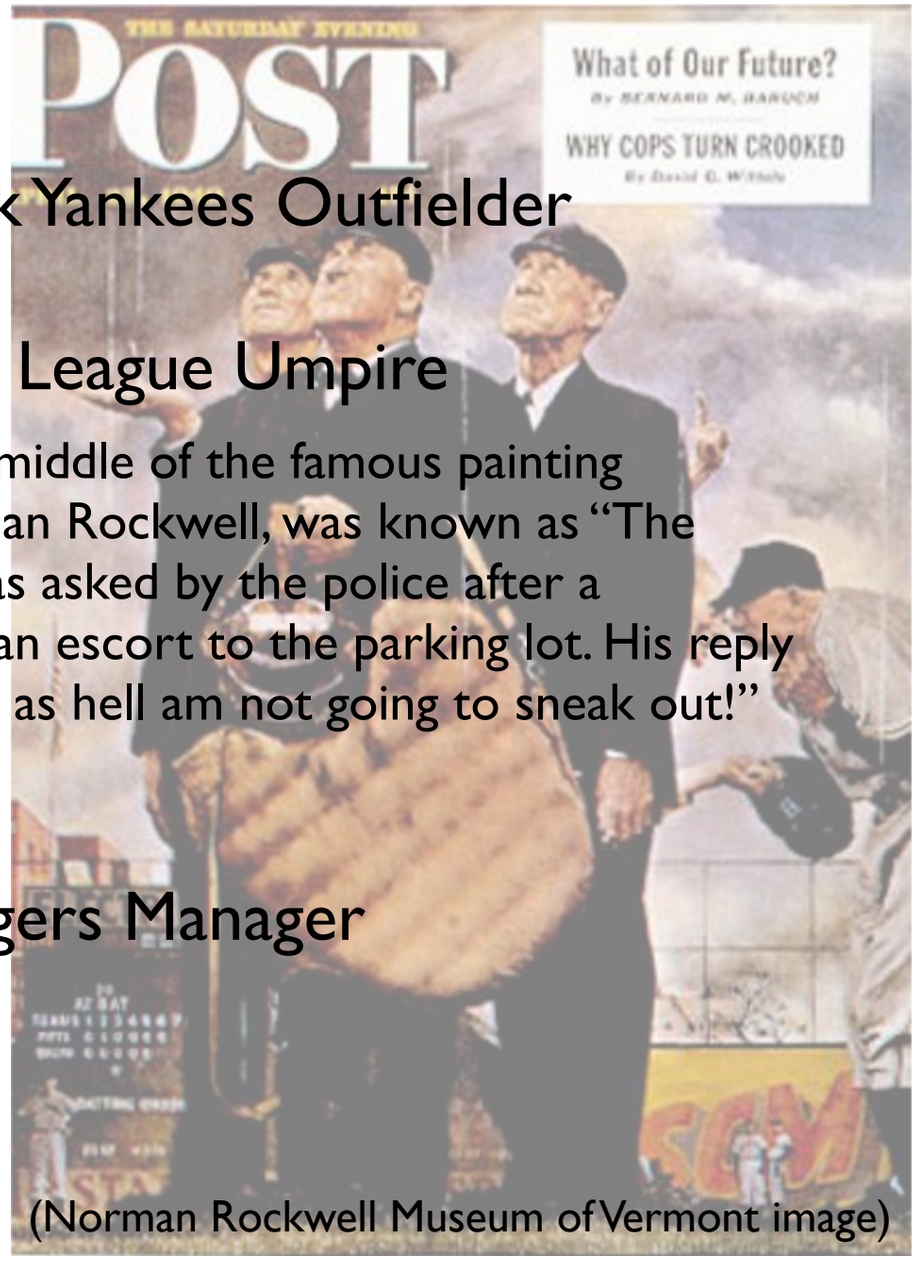
Two Yankees, a Tiger, a writer, and an ump

Johnny Lindell, New York Yankees Outfielder

Tuck Stainback, New York Yankees Outfielder

Beans Reardon, National League Umpire

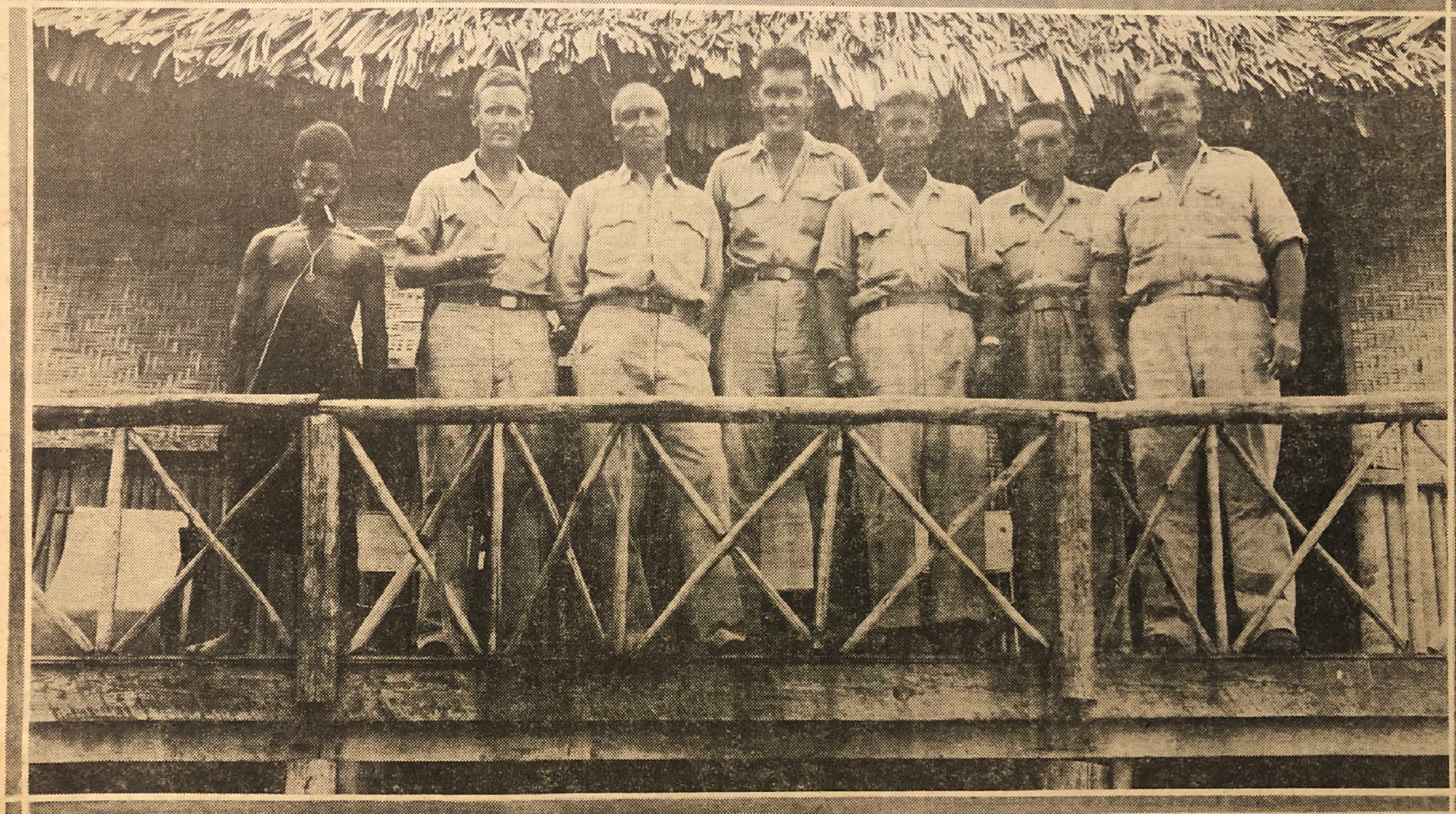
Beans Reardon, pictured in the middle of the famous painting "Bottom of the Sixth" by Norman Rockwell, was known as "The Last Cussing Ump." He once was asked by the police after a contentious game if he wanted an escort to the parking lot. His reply was, "I didn't sneak in and I sure as hell am not going to sneak out!"



(Norman Rockwell Museum of Vermont image)

Steve O'Neill, Detroit Tigers Manager

Franklin Lewis, Cleveland Press Sports Editor



WHILE ON AN ENTERTAINMENT TOUR of South Pacific areas, this diamond group was photographed on the veranda of a native hut in New Guinea. From left, native boy, Outfielder Tuck Stainback of the Yankees, Col. W. V. Rattan, Outfielder Johnny Lindell of the Yankees, Sports Editor Franklin Lewis of the Cleveland Press, Umpire Beans Reardon of the National League and Manager Steve O'Neill of the Tigers.

The Sporting News

February 8, 1945

Short Snorter signing for Joe DiMaggio

Joe DiMaggio, New York Yankees slugger, was assigned to Special Services with the Army Air Corps in February 1943. He transferred to Honolulu in June 1944 where he played for the Seventh Air Force team. He suffered from stomach ulcers and was hospitalized, then transferred to AAF Redistribution Station #1 in New Jersey.
This press photo of Staff Sargent DiMaggio having his short snorter signed by Penny Edwards at Broadway's Winter Garden Theatre is dated 8/7/45.

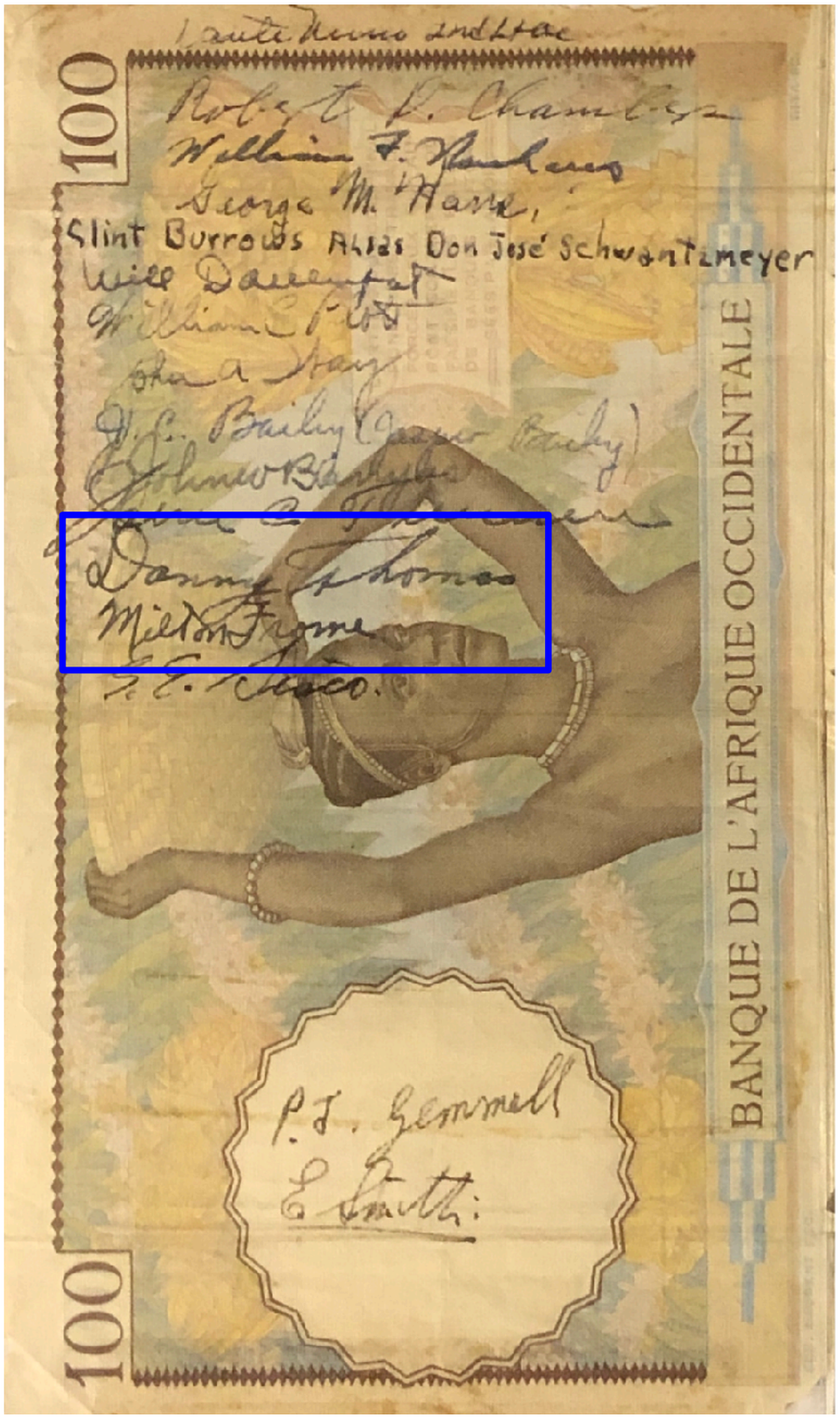
X. Hollywood USO - Camp Shows
Short Snorters

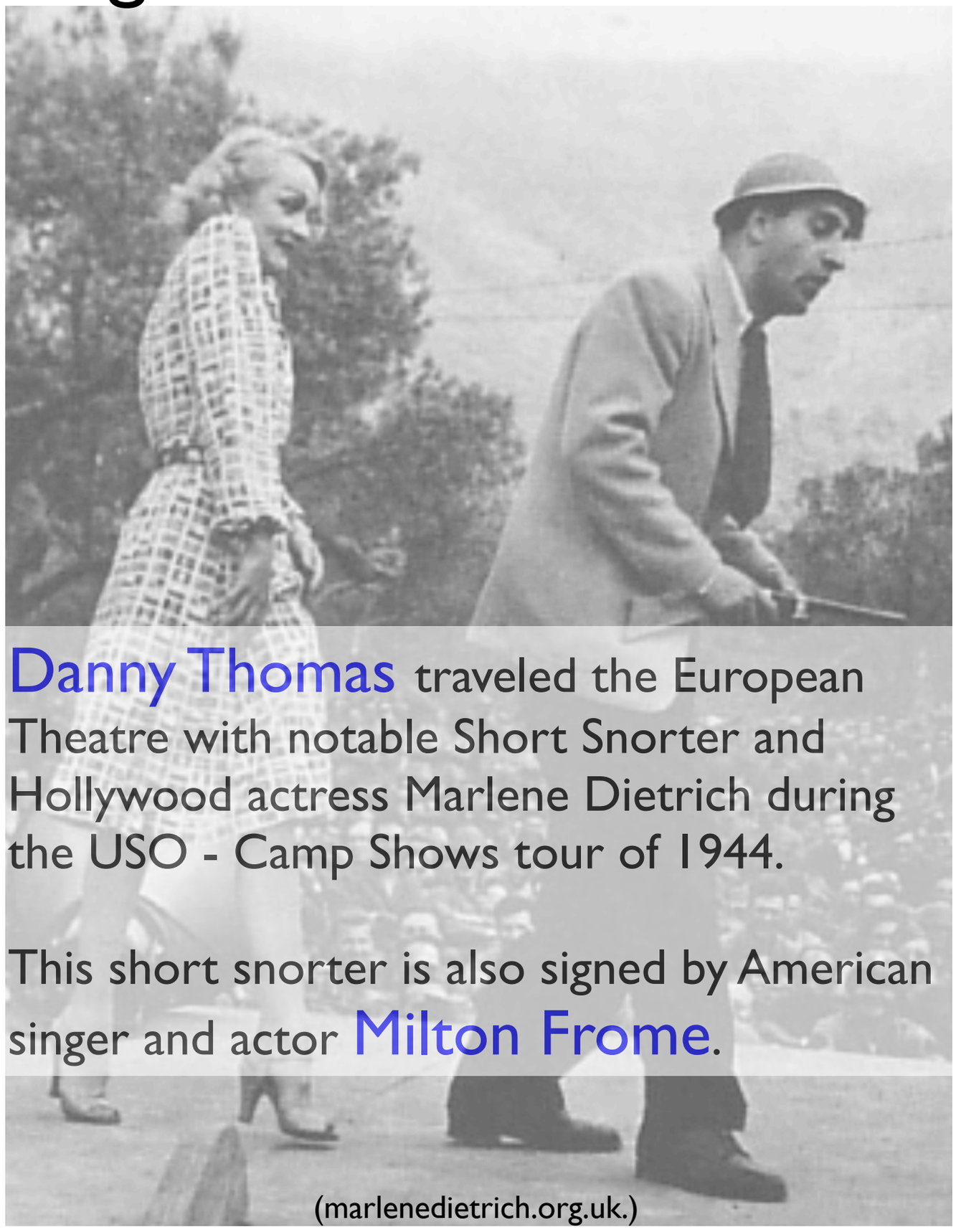
John Garfield signed short snorter

John Garfield immediately attempted to enlist in the armed forces at the outset of WWII but was turned down due to a heart condition. Frustrated, he turned his energies to supporting the war effort. He and actress Bette Davis were the driving forces behind the opening of the Hollywood Canteen, a club offering food and entertainment for American servicemen.

(wikipedia images)

Danny Thomas signed short snorter





Danny Thomas traveled the European Theatre with notable Short Snorter and Hollywood actress Marlene Dietrich during the USO - Camp Shows tour of 1944.

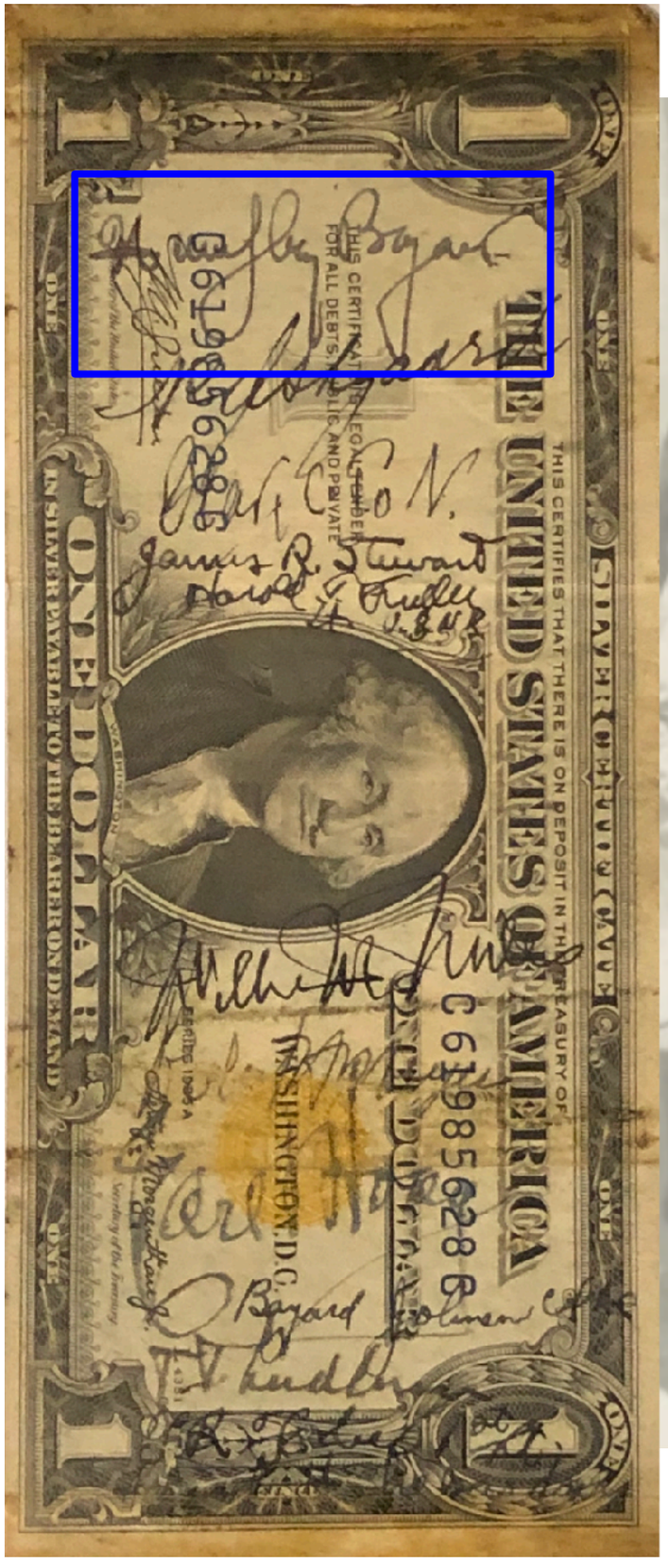
This short snorter is also signed by American singer and actor **Milton Frome**.

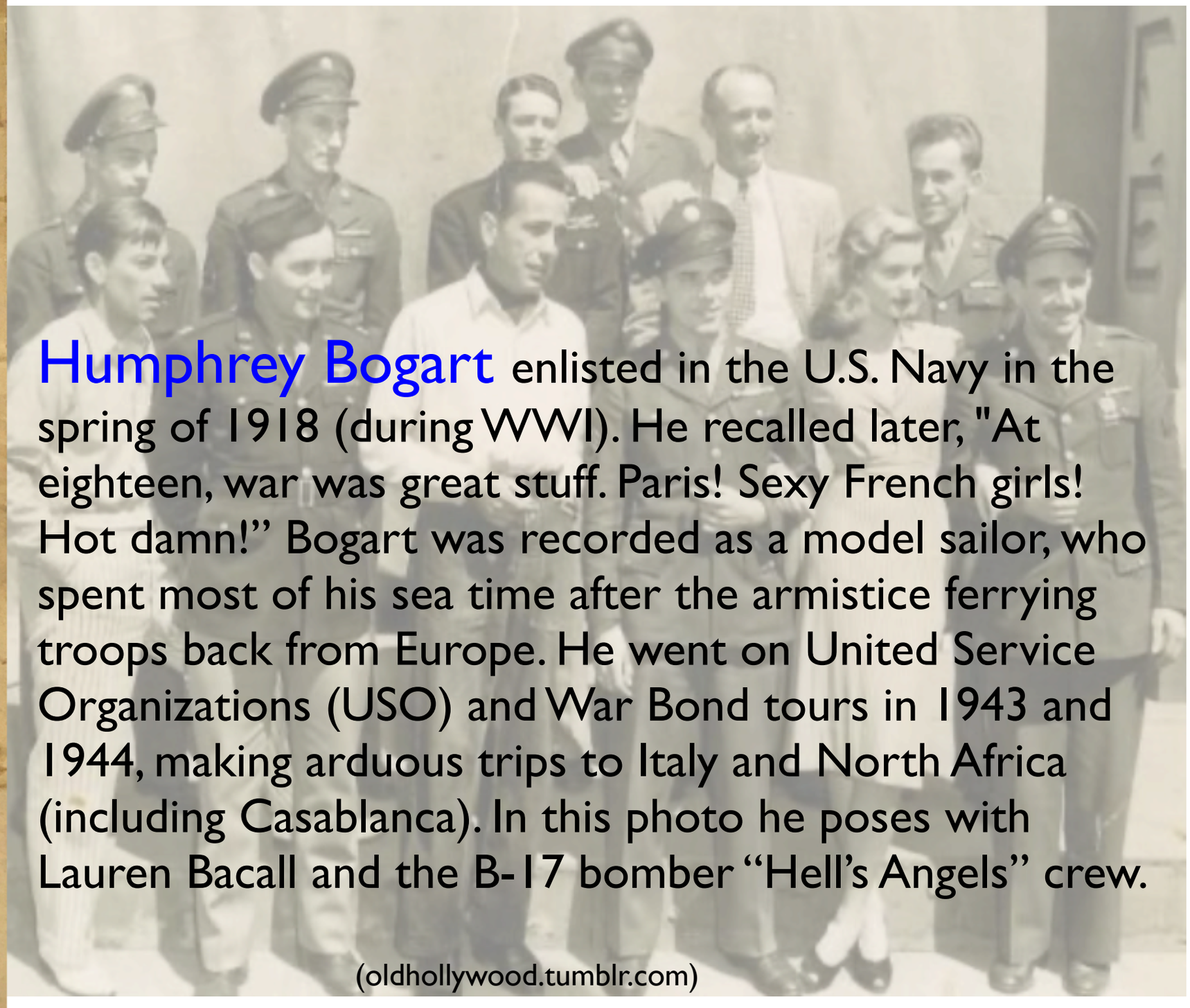
(marlenedietrich.org.uk.)

Marlene Dietrich and her short snorter

(news.justcollecting.com)

Humphrey Bogart signed short snorter

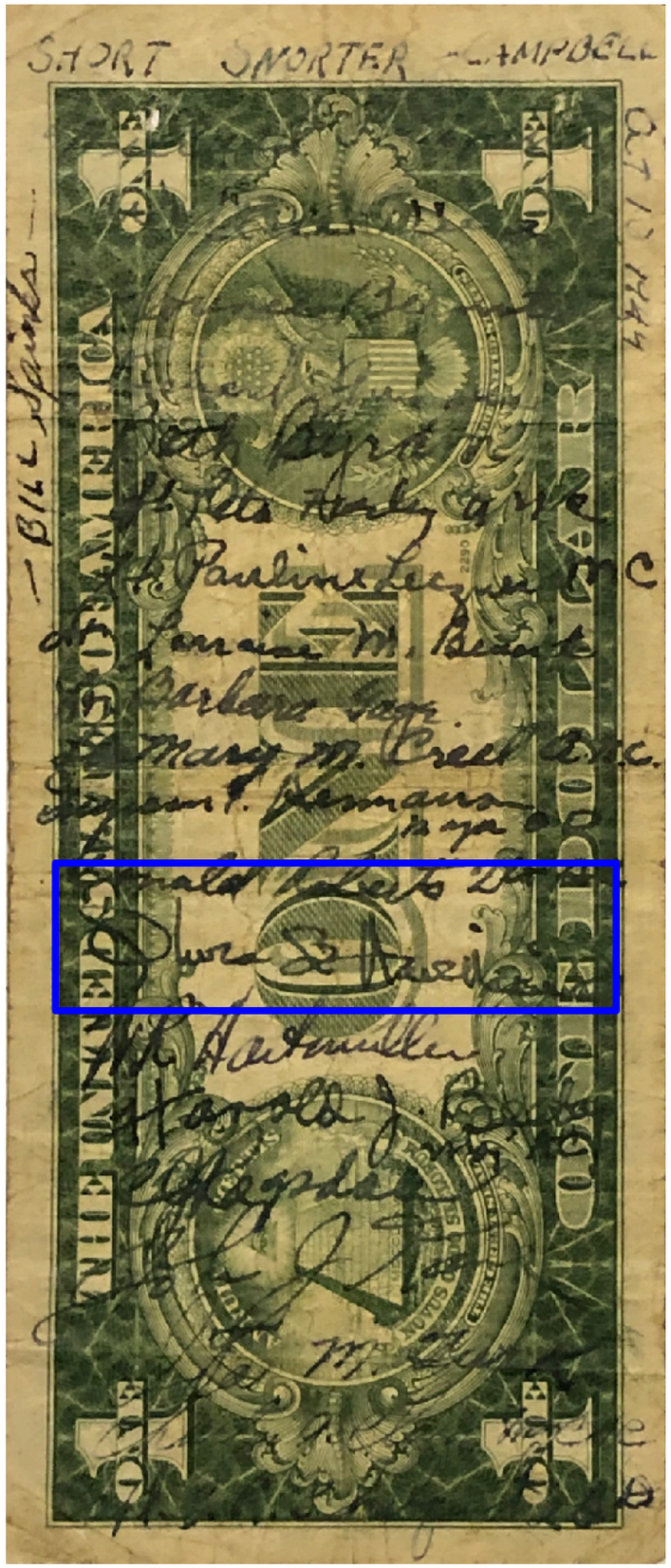




Humphrey Bogart enlisted in the U.S. Navy in the spring of 1918 (during WWI). He recalled later, "At eighteen, war was great stuff. Paris! Sexy French girls! Hot damn!" Bogart was recorded as a model sailor, who spent most of his sea time after the armistice ferrying troops back from Europe. He went on United Service Organizations (USO) and War Bond tours in 1943 and 1944, making arduous trips to Italy and North Africa (including Casablanca). In this photo he poses with Lauren Bacall and the B-17 bomber "Hell's Angels" crew.

(oldhollywood.tumblr.com)

Olivia de Havilland signed short snorter



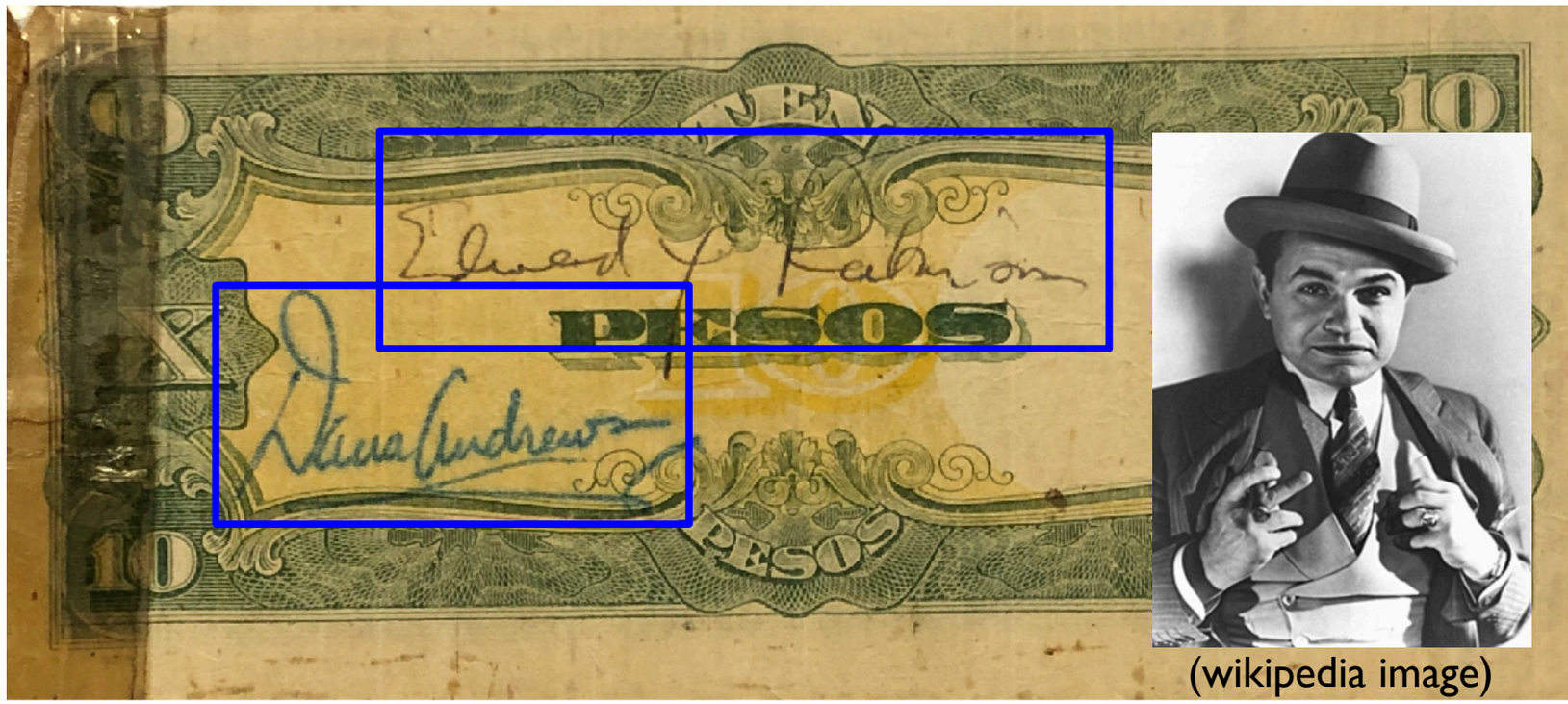
Olivia de Havilland joined the Hollywood Victory Caravan in May 1942 for a three-week train tour of the country that raised money through the sale of war bonds. Later that year she began attending events at the Hollywood Canteen, meeting and dancing with the troops. In December 1943 de Havilland joined a USO tour that travelled throughout the United States and the South Pacific, visiting wounded soldiers in military hospitals.

This image is of her visiting the troops in Alaska and taking time out to sign a short snorter.

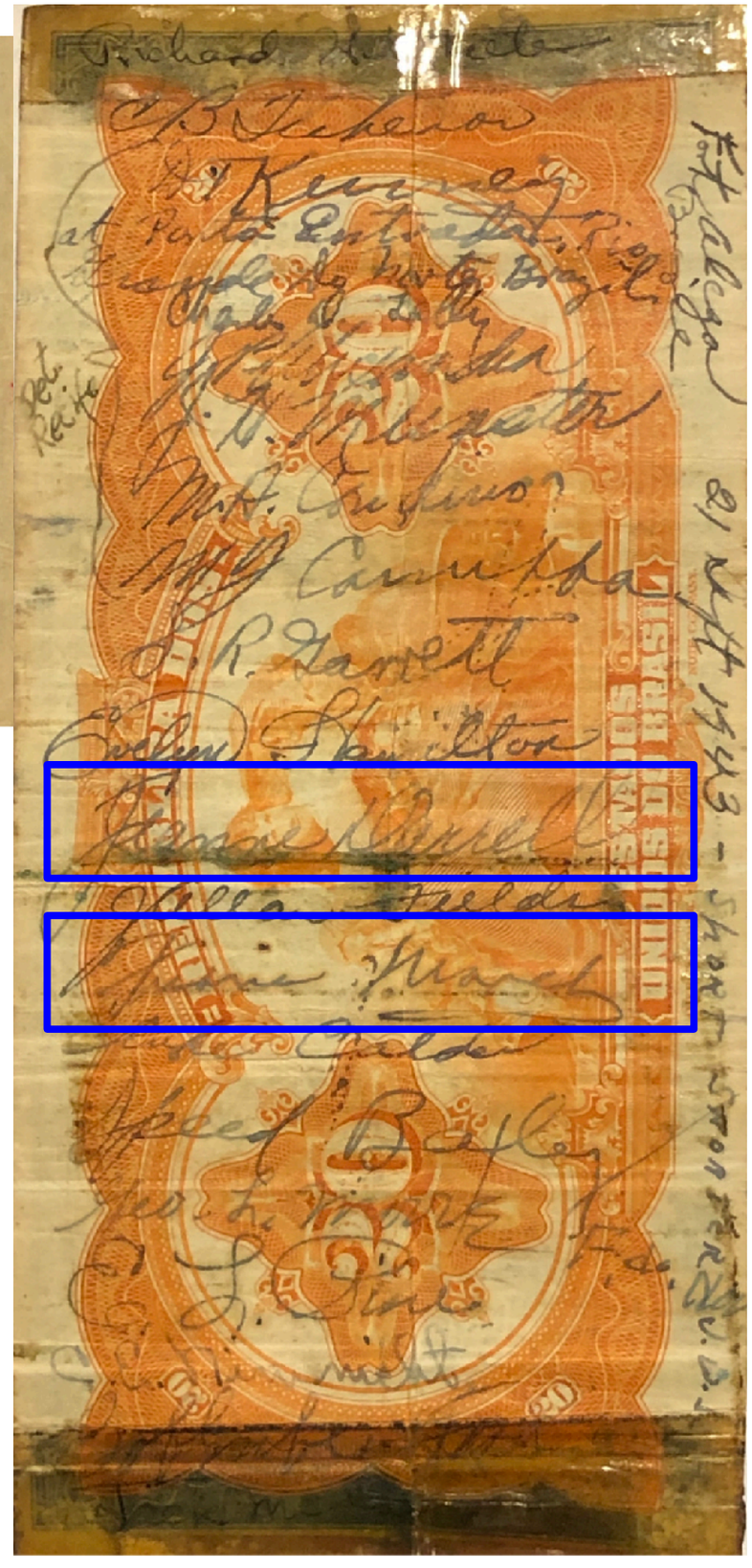
(valda.alaska.edu)

(July 1, 1916 - July 26, 2020 - R.I.P)

Short snorter signed by a “tough guy”



(wikipedia image)

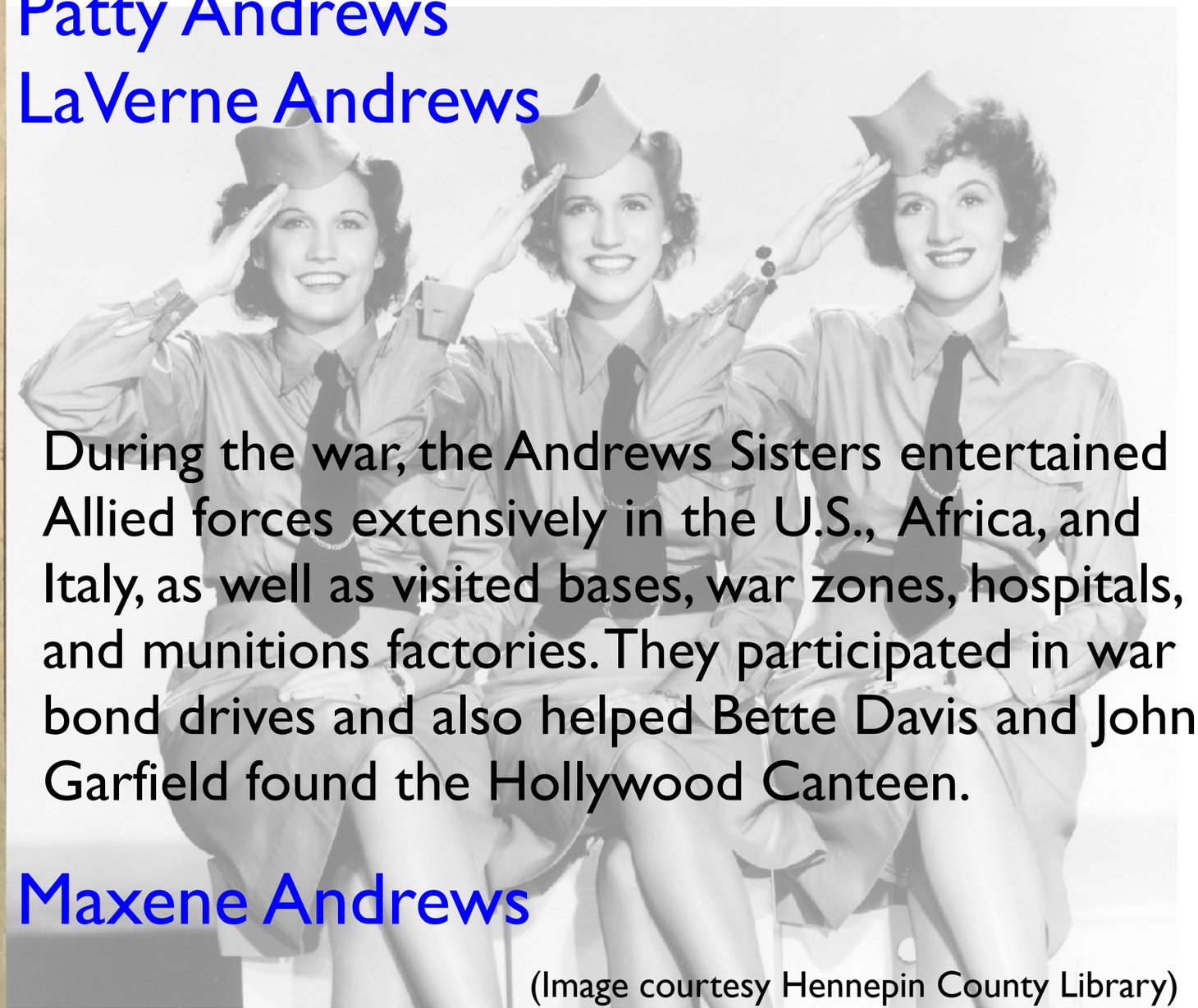


Edgar G. Robinson was best known for his gangster roles in Hollywood. He was a strong financial supporter of the USO and a very outspoken critic of fascism and Nazism, having served in the US Navy in WWI. He was the first movie star to go to Normandy with the USO in July 1944 to entertain the troops.

This snorter chain is also signed by actors Dana Andrews, Fredric March, and Hollywood actress Jeanne Darrell.

Short snorter signed by the Andrews Sisters

Patty Andrews
LaVerne Andrews



During the war, the Andrews Sisters entertained Allied forces extensively in the U.S., Africa, and Italy, as well as visited bases, war zones, hospitals, and munitions factories. They participated in war bond drives and also helped Bette Davis and John Garfield found the Hollywood Canteen.

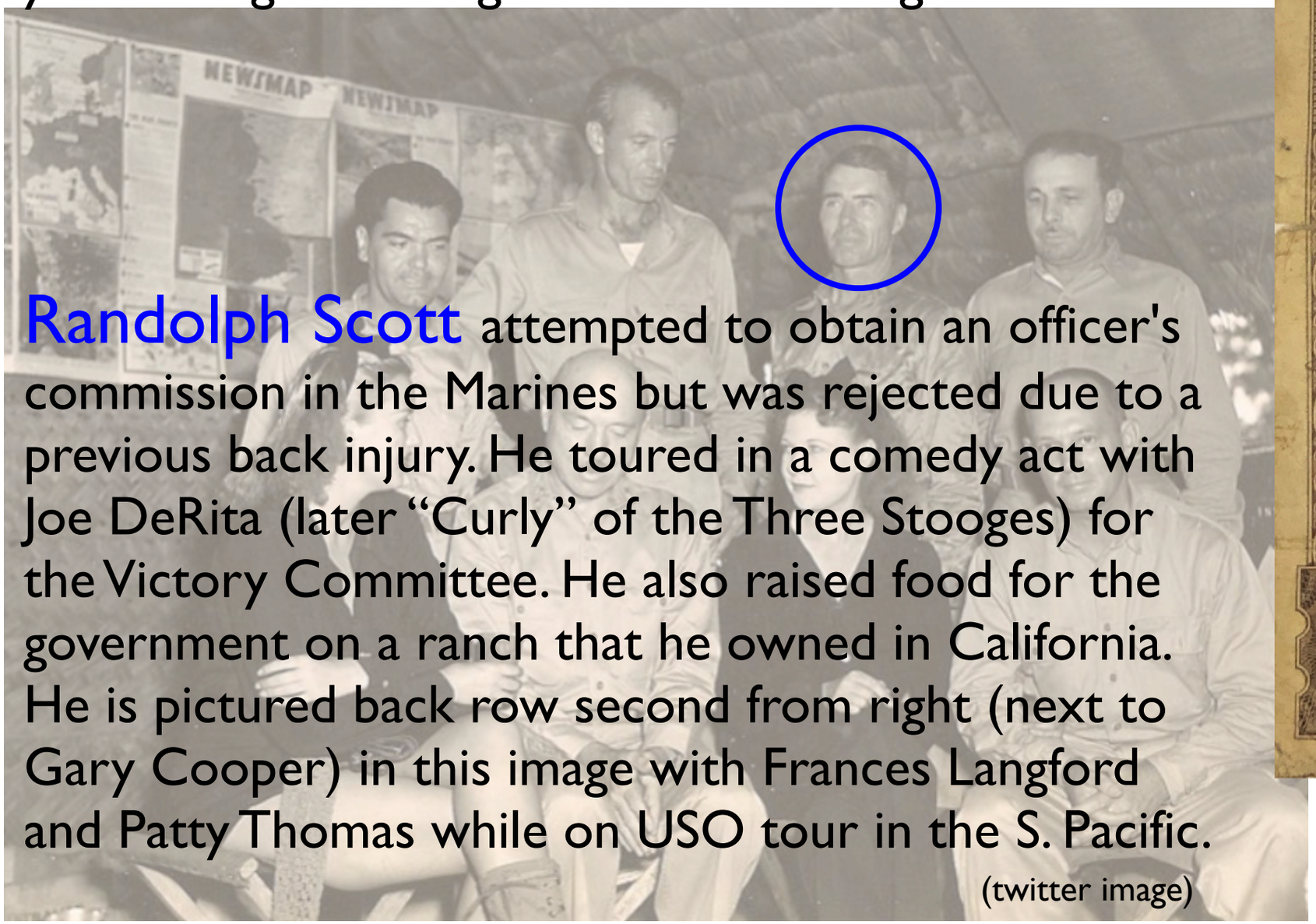
Maxene Andrews

(Image courtesy Hennepin County Library)

Milton Raskin
Art Wenzel

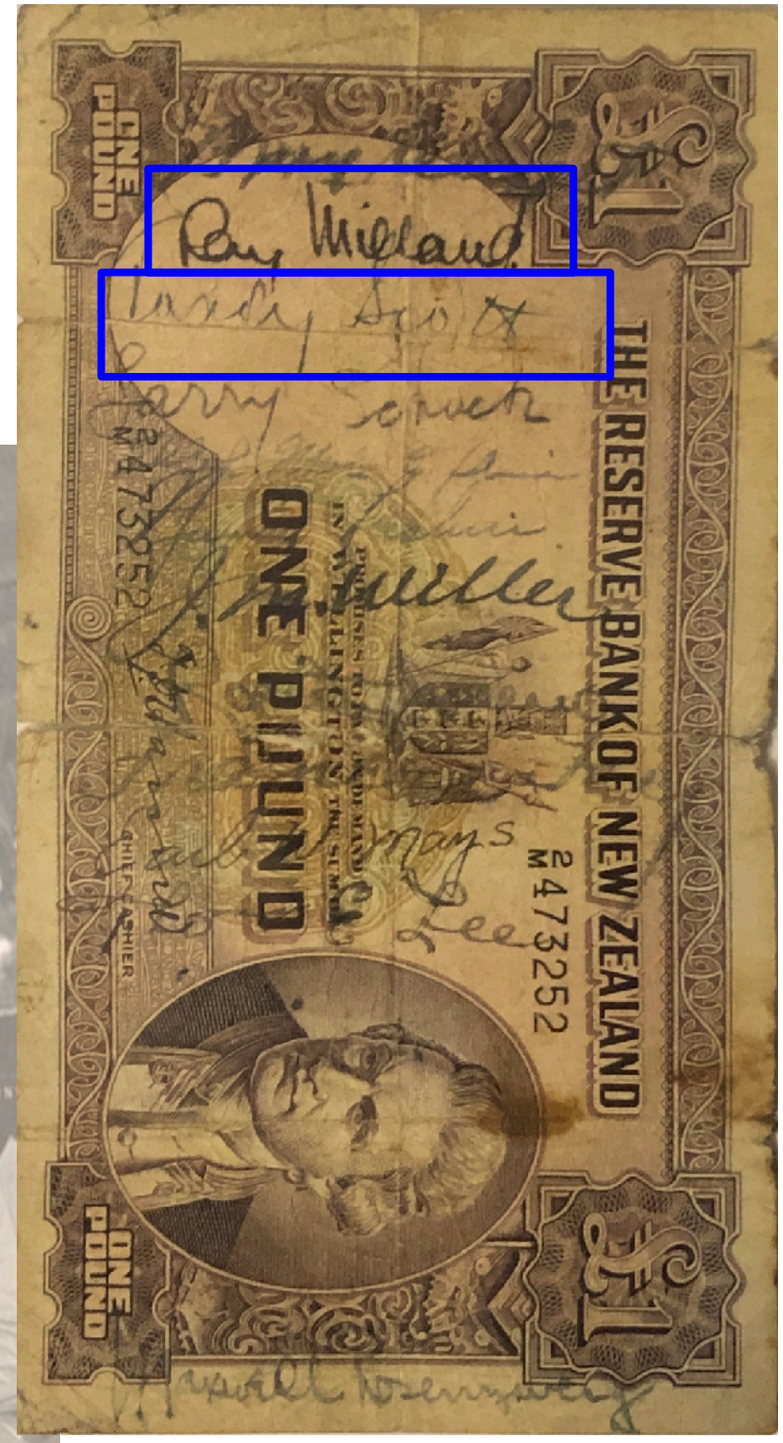
Short snorter signed by a USO troupe - FRONT

Ray Milland tried to enlist in the Army Air Corps when the U.S. entered WWII but was rejected due to his impaired left hand. He worked as a civilian flight instructor for the Army drawing upon his previous years of flight training in the United Kingdom.



Randolph Scott attempted to obtain an officer's commission in the Marines but was rejected due to a previous back injury. He toured in a comedy act with Joe DeRita (later "Curly" of the Three Stooges) for the Victory Committee. He also raised food for the government on a ranch that he owned in California. He is pictured back row second from right (next to Gary Cooper) in this image with Frances Langford and Patty Thomas while on USO tour in the S. Pacific.

(twitter image)



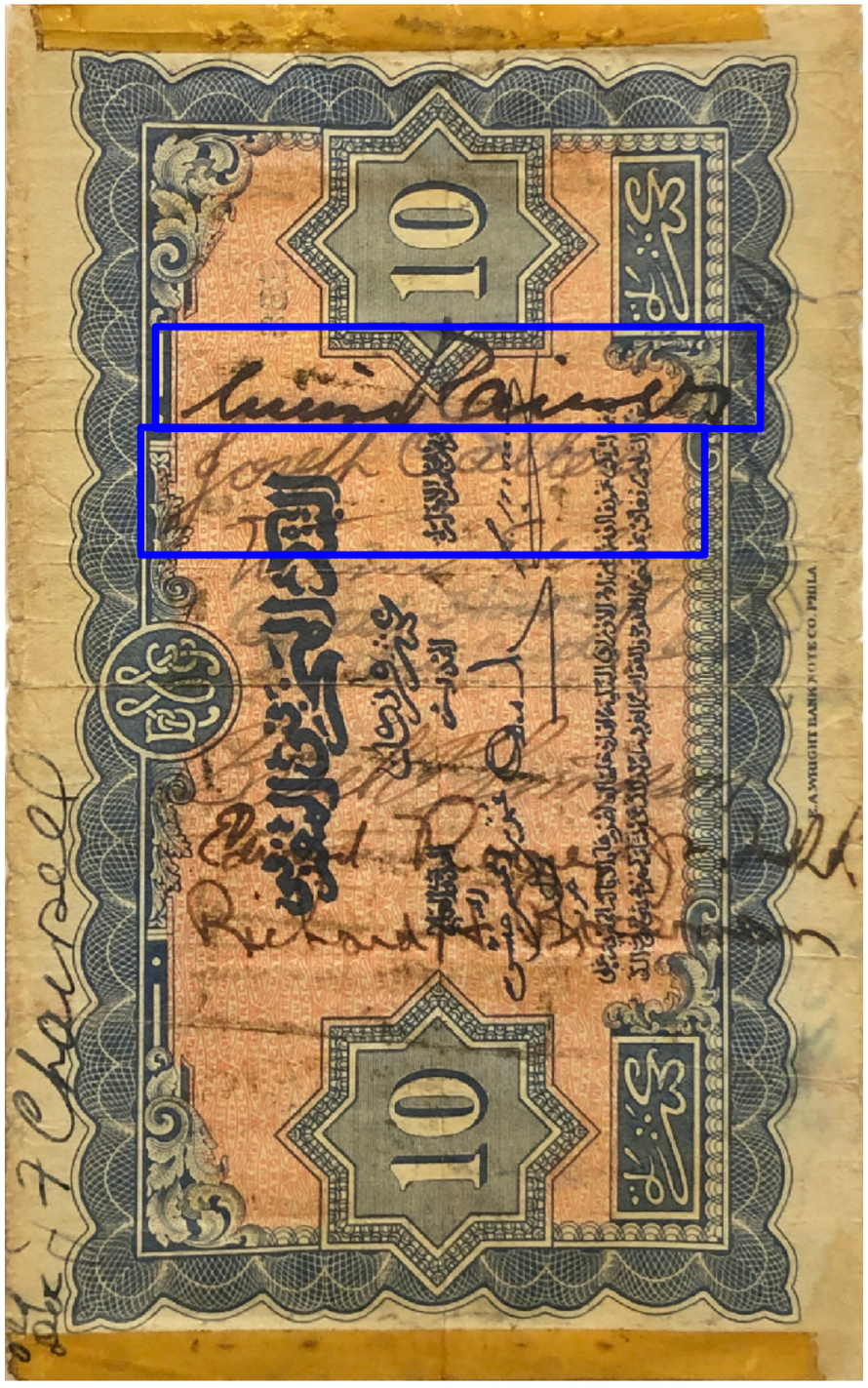
Short snorter signed by a USO troupe - BACK

Frances Langford
Patty Thomas
Tony Romano
Jerry Colonna
Bob Hope

Barney Dean, Patty Thomas, Bob Hope, Jerry Colonna, Frances Langford, and Tony Romano on USO our "Somewhere in the South Pacific" in August 1944.

(3rdattackgroup.org image)

Short snorter signed by Luise Rainer



Luise Rainer was the first actress to win more than one Academy Award and the first to win back-to-back. She served in North Africa appearing in USO Camp Shows entertaining troops and, for a time, assisting in ambulances in Alexandria, Egypt.

Joseph Calleia led the Malta War Relief effort in the U.S. and toured with the USO. He was on the Hollywood Victory Committee.

Short snorter signed by a big band leader, a magician, a "Smokey Mountain Boy, and the "King of Country Music"

Arnold Furst was a magician who toured with the USO Camp Shows during WWII presenting his routine with Oscar the white rabbit

Roy Acuff became known as the King of Country Music, inductee 2 to Nashville CMHOF

Pete Kirby ("Brother Bashful **Oswald**") a "Smokey Mtn. Boy"

Ford Rush

Joe Zinkan

Clyde McCoy was a trumpeter and orchestra leader who wrote "Sugar Blues"

"WSM" (Grand Ole Opry)

Short snorter signed by the "King of Swing"

Benny Goodman was an American jazz clarinetist and bandleader known as the "King of Swing". Both he and Glenn Miller helped greatly to sustain troop morale.

Benny Goodman and Helen Wood

(songbook1.wordpress image)

"The performance of swing as part of USO and war-bond fundraising concerts was critical to the war effort. These were concerts that benefited soldiers and helped to fund the war, bringing together famous musicians, black and white."

- Operation Swing: How Jazz Helped to Win WWII by Colin Rensch, Hope College

Short Snorter "Down Under"

Actress Una Merkel - Yank Magazine - 1943

(wartimepress.com image)

Short snorter signed by three famous Short Snorters "Down Under"

Gary Cooper
Una Merkel
Phyllis Brooks

(John Oxley Library, State Library of Queensland image)

Gary Cooper, Phyllis Brooks, and Una Merkel - USO Tour
Brisbane, Australia - November 8, 1943

Short Snorters drawing a crowd

Gary Cooper, Phyllis Brooks, and Una Merkel signing short snorters
Milne Bay, New Guinea - December 7, 1943

(John Oxley Library, State Library of Queensland image)

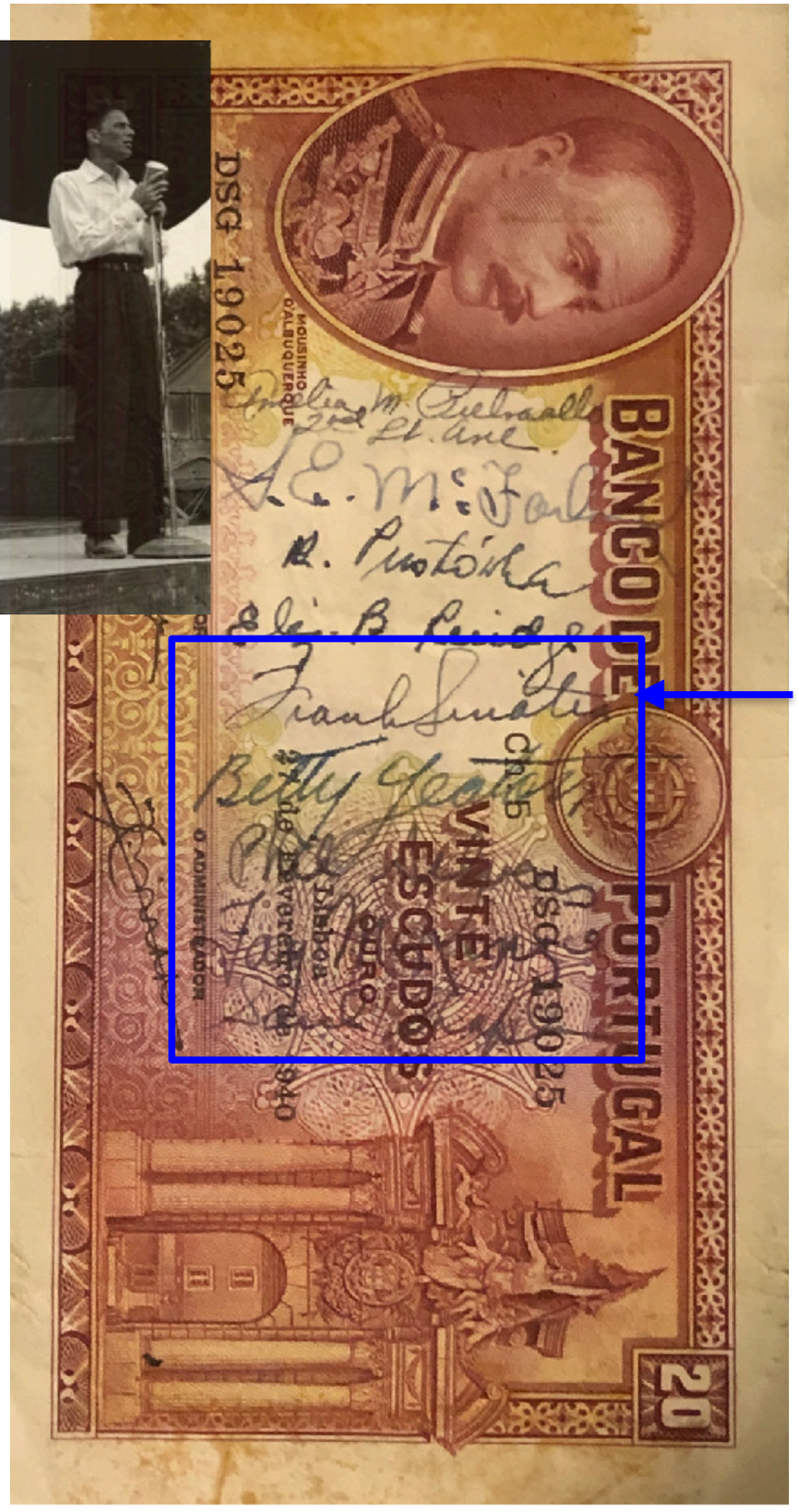
Better than just getting your short snorter signed...

Shirley Temple and Jerry Shane in the movie "Kiss and Tell" (1945)

"Ol' Blue Eyes" signed short snorter

(MonterryCountyWeekly images)

Betty Yeaton
Phil Silvers
Fay McKenzie
Saul Chaplin



This Bank of Portugal twenty escudos note circulated in the Azores, which was neutral Portuguese Territory, in WWII. Britain's 1373 Treaty of Peace with Portugal allowed the British to request basing rights and the United States built a strategic airbase to counter the deadly German U-boats.

Frank Sinatra toured Italy, North Africa, and the Azores with these four entertainers in 1945 for the USO. During one trip to Rome he met the Pope, who asked him if he was an operatic tenor. Sinatra did not serve in the military, he was officially classified 4-F because of a perforated eardrum.

Short snorter made in 17 months

Press photo of comedian Lew Parker (left) and orchestra leader Jackie Heller wrapped up in his thirty-foot short snorter at USO Headquarters in New York.
Their 17-month tour of the Pacific included Hawaii, New Caledonia, New Hebrides, Solomons, Australia, New Georgia, and 28 days of heavy bombing at Bougainville.

October - 1944

Short snorter made in 10 years

Press photo of actress and model Dorothy Wenzel who spent 10 years "on the road" with the USO. She traveled nearly a million miles to bring entertainment to America's fighting men all over the world and has the short snorter to prove it.

April - 1952

“On the Road” Short Snorters

Bob Hope and Jerry Colonna examine a long short snorter

Another snorter signed by Bob Hope

John W. "Wild Bill" Crump's
well-worn short snorter

Bob Hope

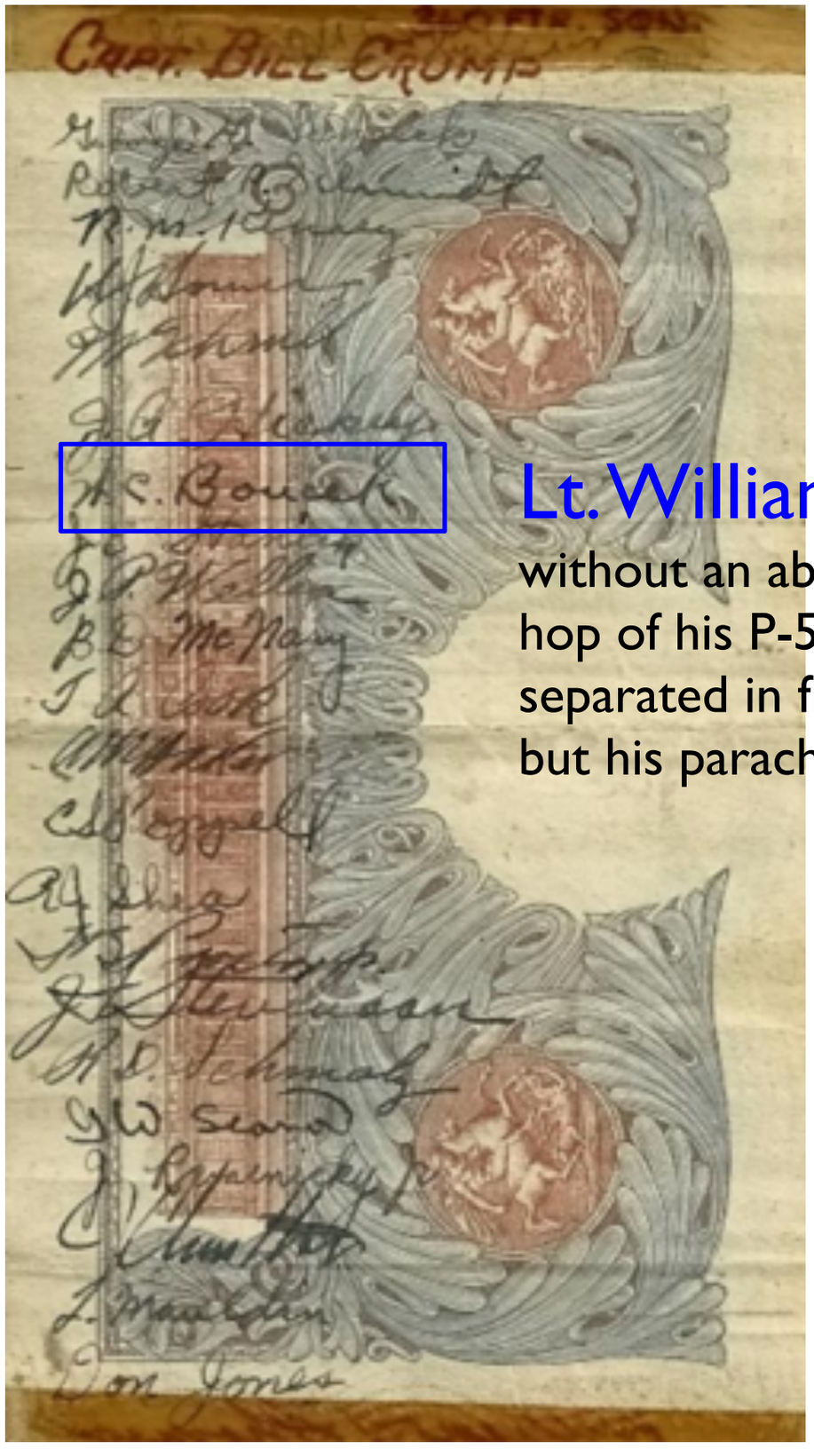
(wildbillcrump.com image)

Short Snorter with a mascot

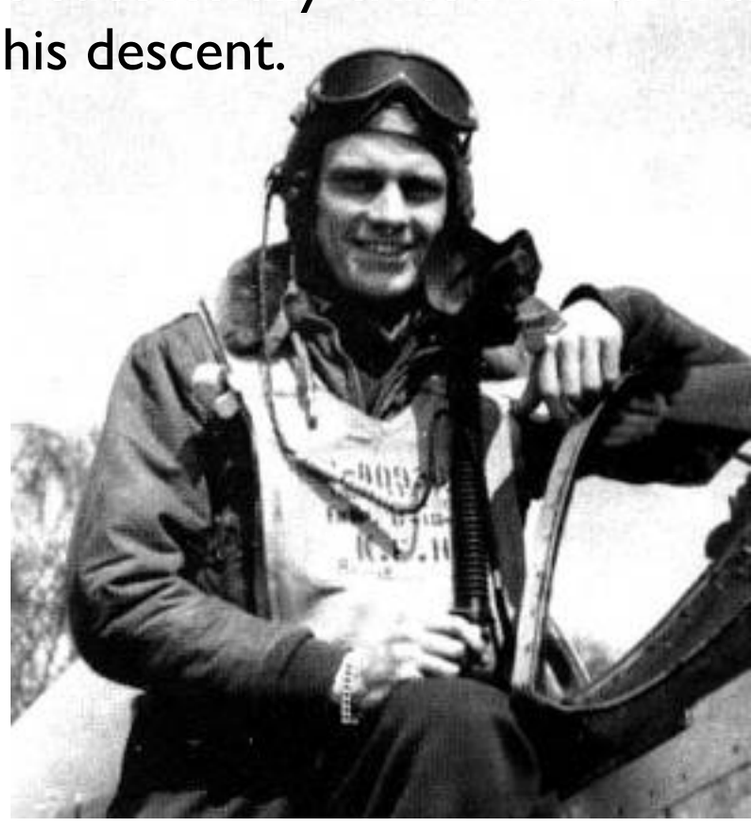
John W. "Wild Bill" Crump & "Jeep N.M.I. Coyote"

(wildbillcrump.com image)

Wild Bill Crump's 360th Fighter Squadron snorter



Lt. William C. Boucek had previously completed 35 missions without an abort as a B-24 pilot. Lt. Boucek would be killed on a routine test hop of his P-51D Mustang on 30 June 1945, when the port wing of his aircraft separated in flight over RAF Bentwaters. He successfully exited the aircraft but his parachute opened too late to slow his descent.

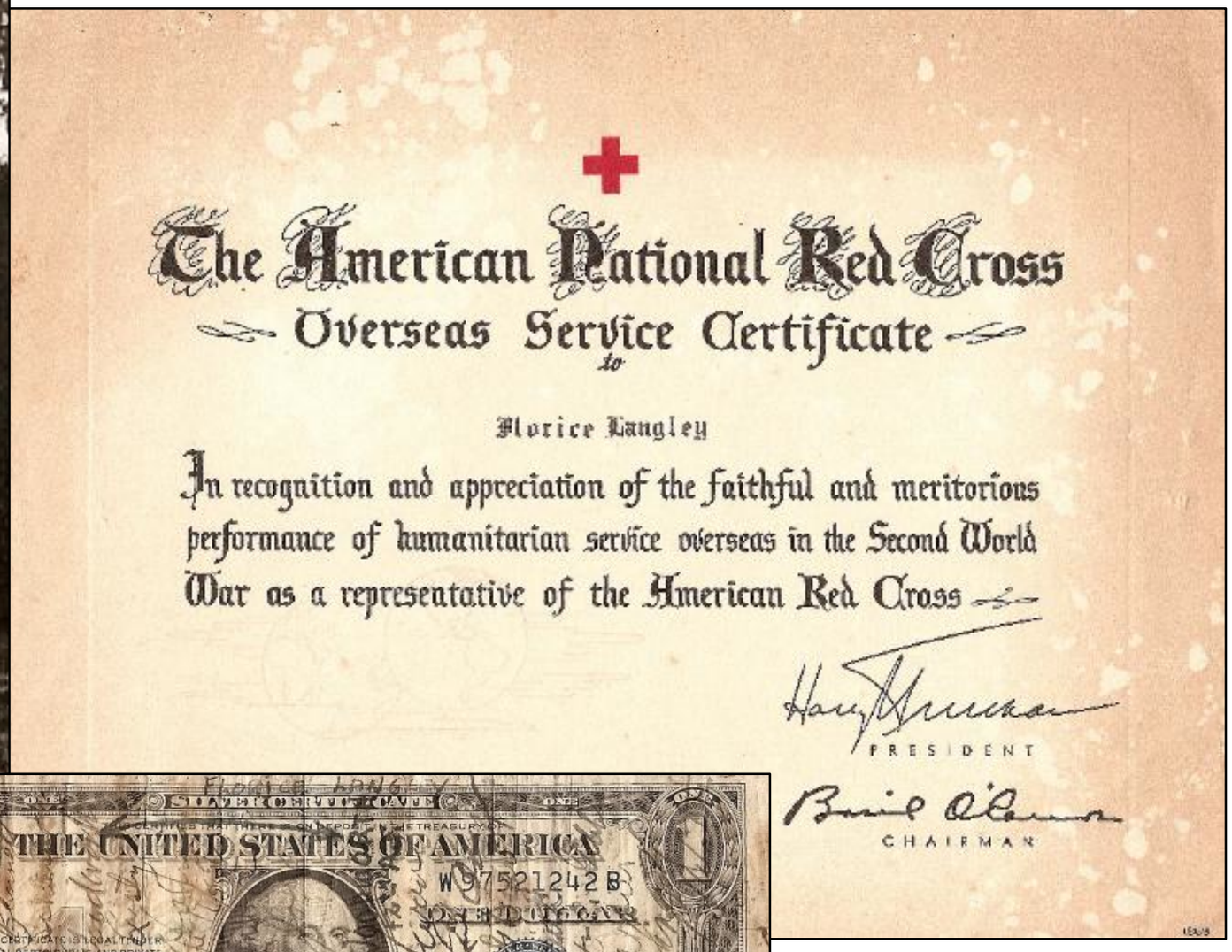


(wildbillcrump.com image)

XI. Florice “Folly” Langley, ARC
Short Snorter

Short Snorter Florice "Folly" Langley

American Red Cross - 1942-1946



The American National Red Cross

Overseas Service Certificate

to

Florice Langley

In recognition and appreciation of the faithful and meritorious performance of humanitarian service overseas in the Second World War as a representative of the American Red Cross

PRESIDENT

CHAIRMAN

Made a Short Snorter by crossing the Equator on a ship

(Artifacts donated by Ann Boyd, great niece of Folly Langley)

Short Snorter Eleanor Roosevelt toured the South Pacific for the American Red Cross

(The Franklin D. Roosevelt Presidential Library & Museum image)

F.D.R. suggested Eleanor wear a Red Cross uniform so that she wouldn't have to take so many clothes.

Folly Langley caught dengue fever in Australia and left for treatment on Fiji

To meet Franklin D. Roosevelt.

His Excellency the Governor
requests the pleasure of the Company of
Miss Florian Langley
at dinner
on Tuesday, 24th August, 1943
at 7.30 pm. o'clock.

Government House.
Dress:

R.S.V.P. to the
Aide-de-Camp.

Eleanor Roosevelt

She was invited to dinner with Eleanor Roosevelt 24 August 1943

(Artifacts donated by Ann Boyd, great niece of Folly Langley)

Folly recovers and heads to India

The Men
OF THE
436th Bomb Squadron
request the pleasure of the company
of Miss Florice Langley
AT
436th Outlaw's Club Dance
AT THE
American Station Hospital Red Cross Club.
Wednesday, Aug. 9
Transportation available at all times.

Calcutta, India - 1944

(Artifacts donated by Ann Boyd, great niece of Folly Langley)

USO Camp Show #374 touring the C-B-I

(usaaf-in-cbi.com image)

(L-R) Harry Brown, Betty Yeaton, Capt. Mike Frankovich (ATC), Jinx Falkenburg, Pat O'brien, Ruth Carrell, and Jimmie Dodd

This USO troupe was scheduled to perform 54 shows in 1944 in the China-Burma-India Theatre of Operations (C-B-I), but completed a total of 84 shows, not including hospital shows performed on request.

Jinx Falkenburg signing snorters in the C-B-I

This original photo of Jinx Falkenburg and some happy Tech Sargents was taken by Folly Langley in Calcutta, India in 1944

(Artifacts donated by Ann Boyd, great niece of Folly Langley)

Short snorter signed by USO in the C-B-I

(usaaf-in-cbi.com image)

Red Cross workers posing with Pat O'Brien, Betty Yeaton, Jimmy Dodd, and Ruth Carrell.

(Artifacts donated by Ann Boyd, great niece of Folly Langley)

Short snorter signed by Hump Flyers

Capt J. H. Watson C.N.A.C.
Capt. R. W. Jenkins C.N.A.C.
Wm. C. McDonald C.N.A.C.
Ridge Hammell C.N.A.C.
J.T. Scott C.N.A.C.

China
National
Aviation
Corporation
aka "The Hump Flyers"

R.W. Jenkins
(cnac.org image)

China-Burma-India Theatre of Operations - 1944

(Artifacts donated by Ann Boyd, great niece of Folly Langley)

XIII. Eleanor Roosevelt's Short Snorter

Still signing short snorters...

Eleanor Roosevelt - Panama Canal Zone - 1944

(The Franklin D. Roosevelt Presidential Library & Museum image)

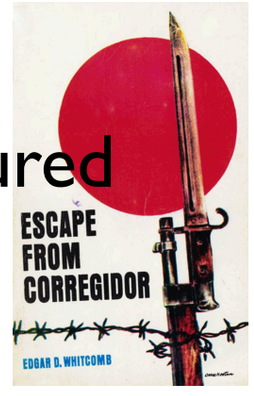
President's wife's short snorter
(front & back)

(The Franklin D. Roosevelt Presidential Library & Museum images)

On the reverse of this note is written: SHORT SNORTER ROVER MRS. E. ROOSEVELT / TRANSATLANTIC STRATOLINER "CHEROKEE" NOV. 16, 1942

Eleanor Roosevelt carried this short snorter on her trips during WWII. These bills were in the wallet she used during the last years of her life.

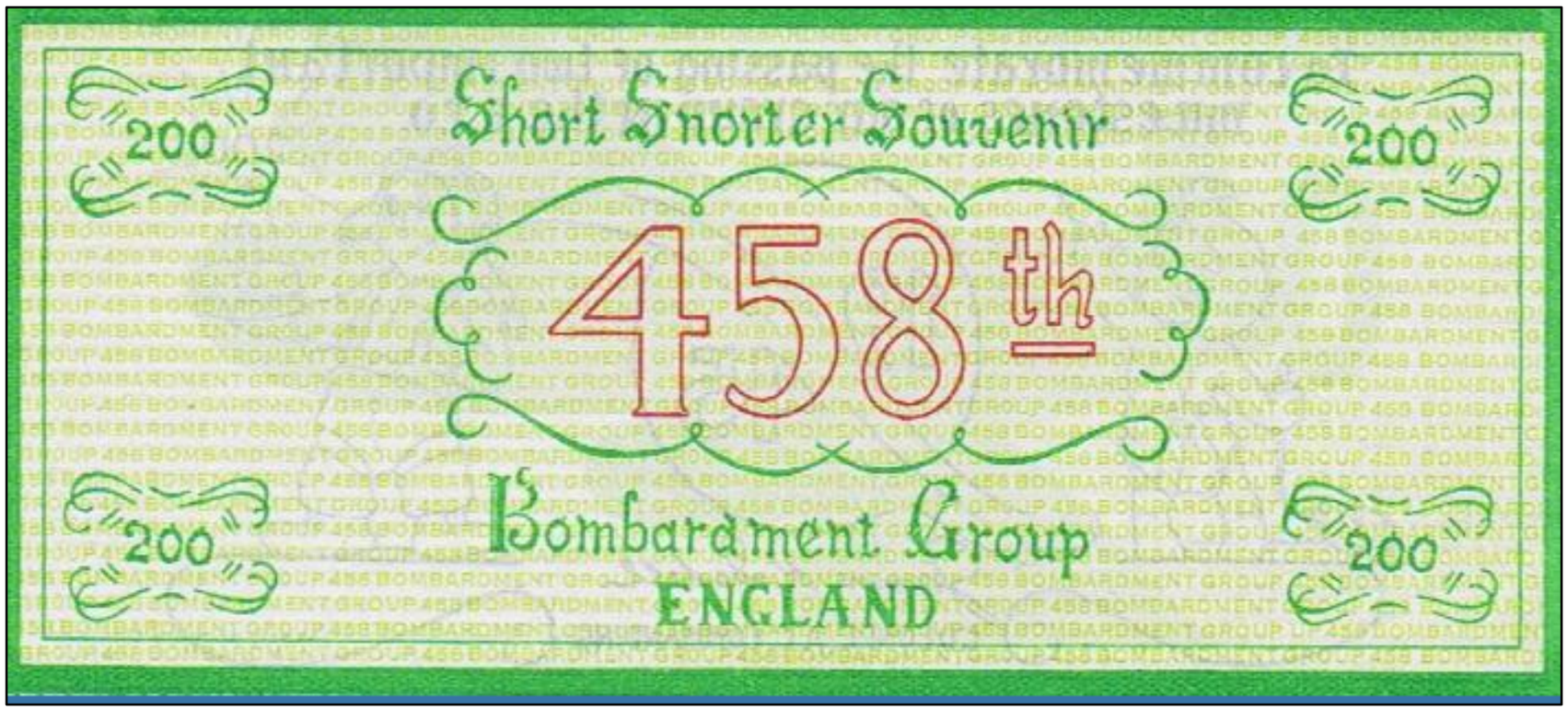
The Fiji Five Shillings note is signed by Edgar Whitcomb who was captured and escaped twice from the Japanese. He wrote the book *Escape from Corregidor* in 1958 and served as the 43rd Governor of Indiana.



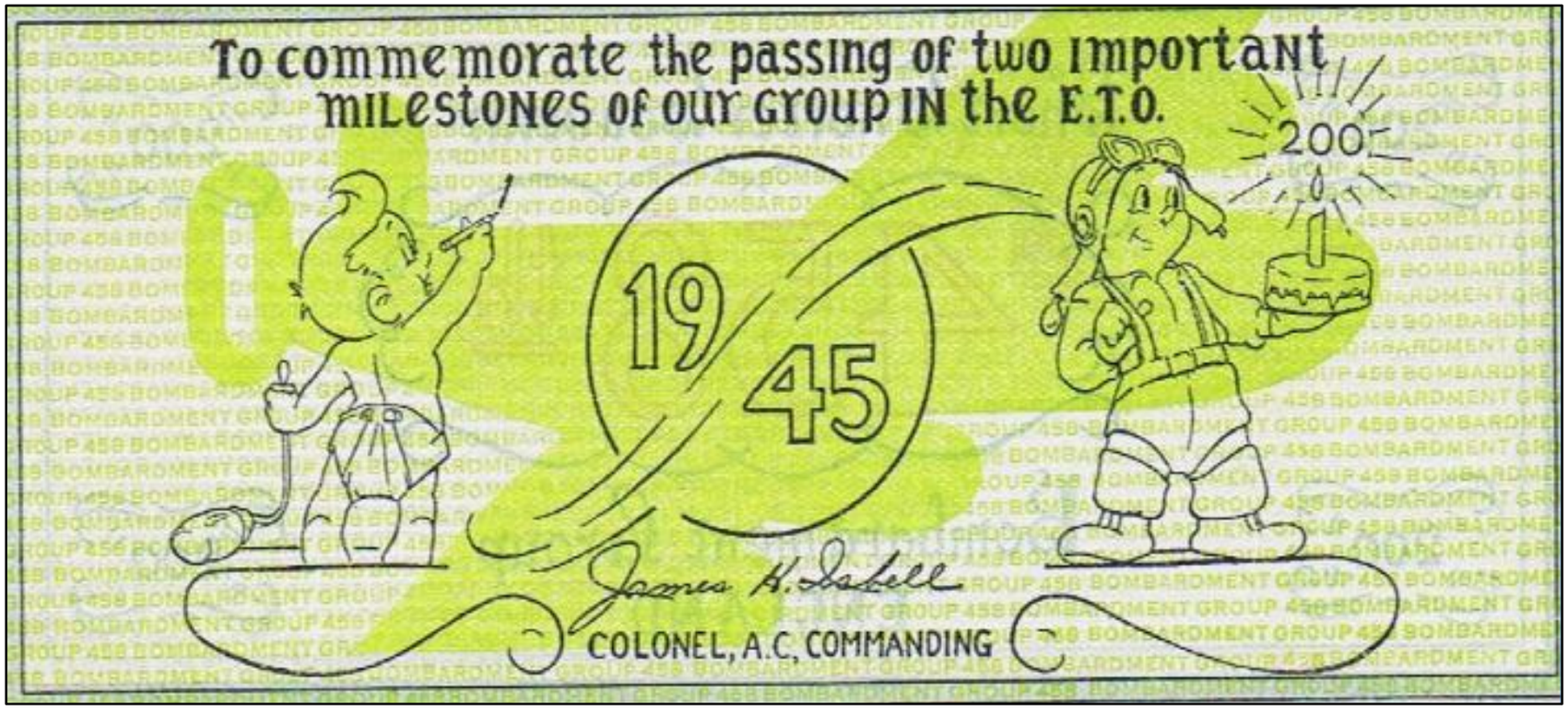
XIV. Vintage Commemorative Short Snorters

- Commemorated different types of events
- Recognized people and activities
- Advertising
- Frequently taped to other bills in short snorter

Short Snorter Souvenir - 458th Bombardment Group - England

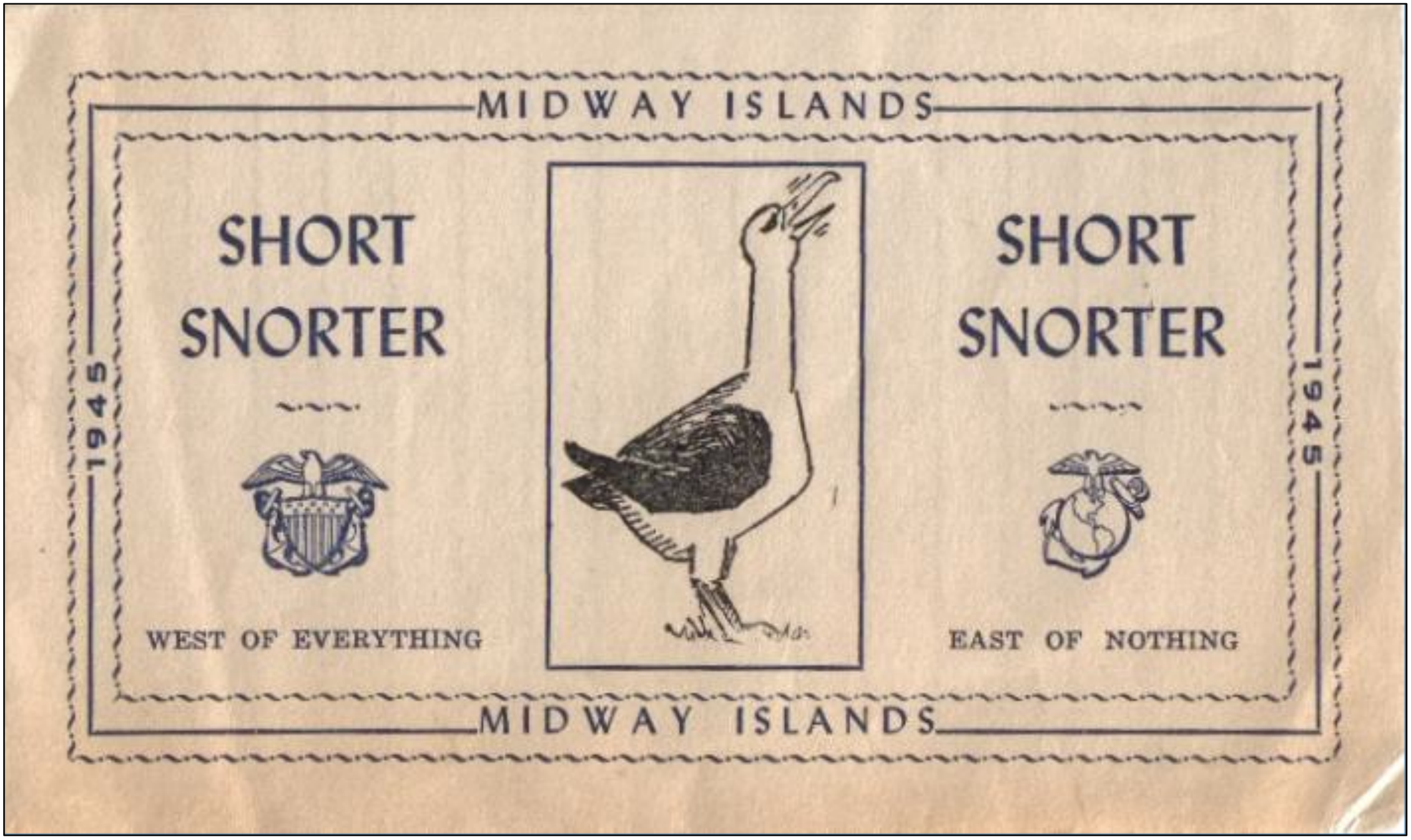


Commemorated
New Year 1945 &
200th Mission



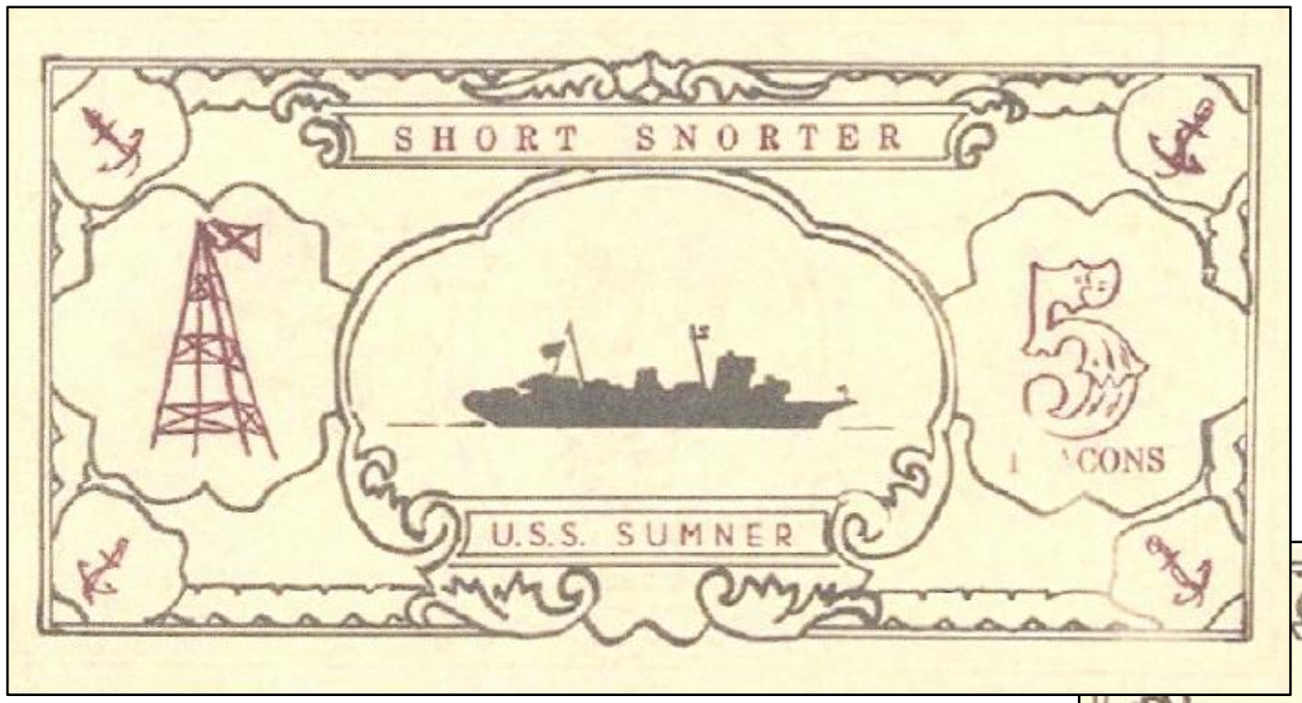
(458th Bomb Group images)

Uni-face 1945 Midway Islands Short Snorter



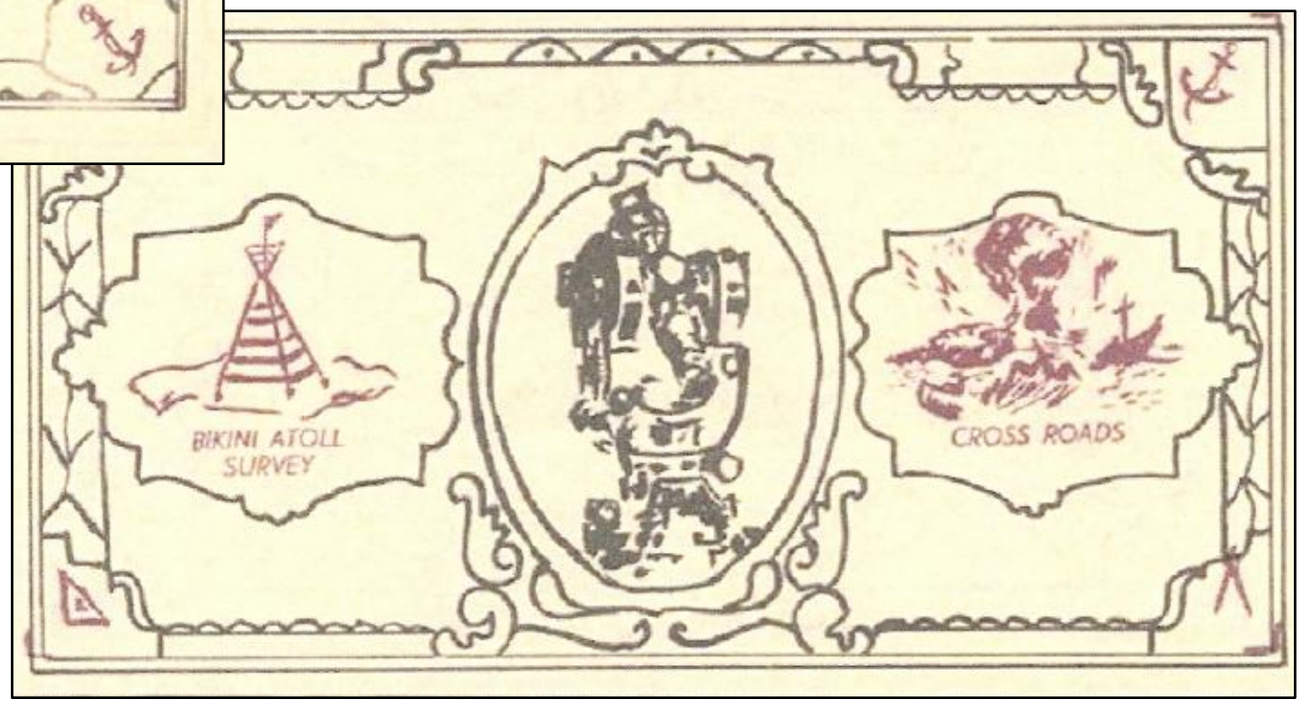
(James J. Sabo images)

Participation in nuclear testing after WWII is the most common type of commemorative short snorter



5 BEACONS

SHORT SNORTER
U.S.S. SUMNER



BIKINI ATOLL
SURVEY

CROSS ROADS

(Lorne Bohn images)

TASK GROUP ONE.FIVE
BIKINI-KWAJALEIN
SHORT SNORTER

58th Wing - 509th
Composite Group

Series 1946 A
S/N# K58509320E

JOINT TASK FORCE ONE
CROSSROADS

ATOMIC - SHORT SNORTER

BIKINI - JTF-One - CROSSROADS

(Lorne Bohn images)

Test “Able” was an air drop that was off target. Test “Baker” was a detonation 90’ below the water surface that was so destructive Test “Charlie” was cancelled. The battleship USS Arkansas is pictured just to the right of the water column.

(wikipedia images)

EILERMAN'S SKYCLUB SHORTSNORTER

Eilerman's was a popular department store with locations in Covington and Newport, Kentucky, and Limo, Ohio.

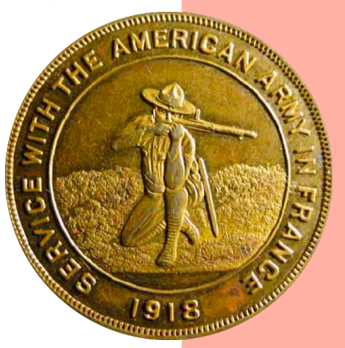
(Michael Lewis images)

XV. End of the Short Snorter Era

Participation in the short snorter tradition fell dramatically after WWII. Short snorters of Korean War vintage are known but are not as common. It is more likely to see a short snorter made by a flight instructor for a pilot's first solo flight.

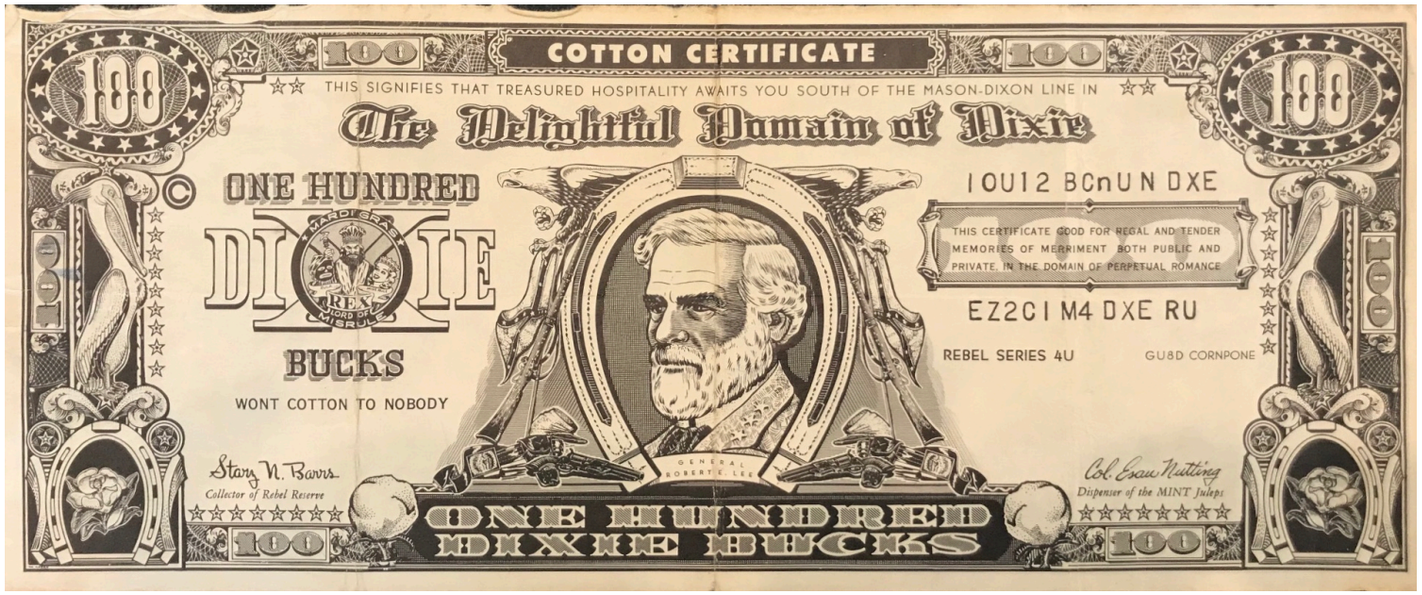
The advent of the military "challenge coin" all but sealed the fate of the short snorter. The challenge coin harkens back to the days of the "pocket piece", before the short snorter, which was carried by veterans of the 1916 Punitive Expedition (Mexican Border chasing Pancho Villa) and the American Expeditionary Forces in World War I during 1917-1918. They all have a common reverse with the legend

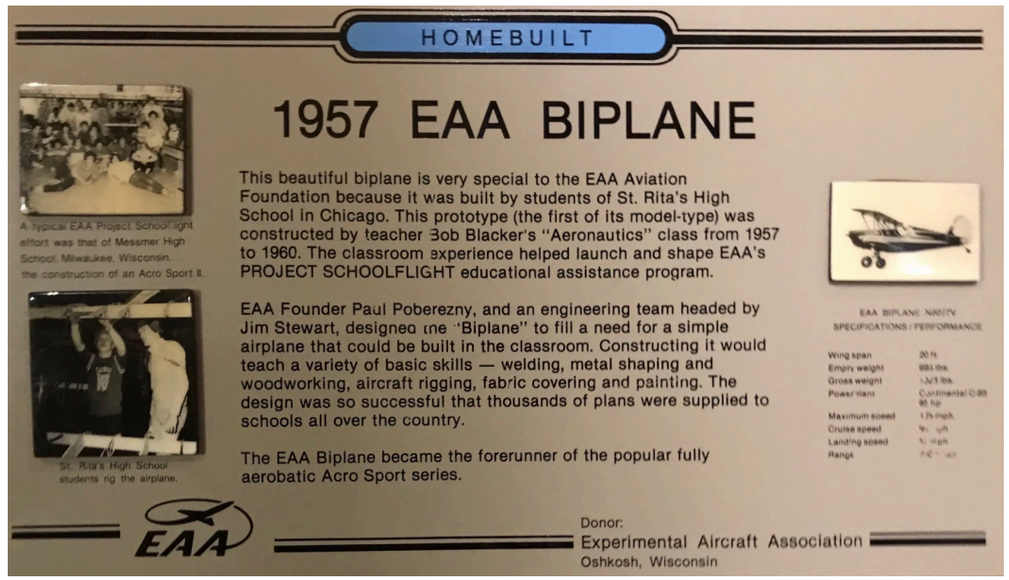
"TRUST IN THE LORD AND KEEP YOUR POWDER DRY"



But that's another story…

FIRST ORIGINAL EAA SHORT SNORTER





Dated Feb. 14, 1958 and signed by both Paul H. Poberezny (founder of EAA) and Stanley J. Dzik. Presented to Robert "Bob" Blacker along with the Charter for the 1st youth chapter of the EAA, as well as to check on the status of the EAA Biplane build. That EAA Biplane currently resides in the EAA Museum in Oshkosh, WI, along with a plaque about the builder Bob Blacker and St. Rita's High School in Chicago.

(George Blacker images)

One more for good measure

The last known press photo mentioning short snorters was released January 29, 1958, and shows 20-year-old Miss Australia, Helen Wood, having her short snorter signed by then New York Mayor Robert Wagner during a visit to City Hall. The photographer asked Miss Wood to remove her shoes so that the Mayor could "rise to the occasion".